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American Railroad Journal.

New York, Saturday, October 19, 1867.

Newark and New York Railroad.

This road, now in process of construction, will be about 7½ miles in length, between the Newark terminus and that in Jersey City.

Two bridges are now nearly ready to cross the Hackensack and Passaic Rivers. That for the former will be 3,500 feet long. It will consist of two spans across the river, 50 feet each. The river abutment will consist of a large iron cylinder 28 feet in diameter, filled in with heavy mason work, and concrete in courses, with a top course of granite two feet thick. An iron tube will be built in the centre to receive the turn-table pivot. The draw will be set at an angle of 20 degrees from the railroad line.

The bridge across the Passaic River will have a clear span of 90 feet, with abutments on either side somewhat similar to the above. These bridges are what is known as the Mosely Iron girder pattern. Workmen are now making a cut through Bergen Hill, with an easy grade of 21 feet to the mile. The heavy, bad weather of the past Summer has greatly retarded work on this road, but the company hope to be ready to run trains upon it about next April. The estimated cost of the entire road is about one million dollars.

The directors of the road are: John McGregor, Theodore P. Howell, Philetus W. Vail, Herman Schalk, Frederick Kolb, Francis Mackin, James B. Boylan, Robt. L. Smith and Edgar B. Wakeman, of whom Mr. McGregor is the President, and Mr. Howell the Treasurer.

Uniforms for Railway Officers.

Under the new railroad law of this State, which will take effect on the 22d instant, all persons employed by the railway companies are required to wear a distinguishing uniform. The different companies have issued instructions accordingly. The uniforms are thus described by the *Herald*:

NEW YORK AND HARLEM RAILROAD.

Conductors' Uniform—A dark blue. Coat, short sack; vest, single breasted, buttoned high. Pants and navy cap of same material, with the usual badge on the cap.

Station Agents—A blue navy cap, with station agent badge on same.

Baggage Masters of Trains—A short dark blue flannel blouse, and blue navy cap, with badge on same.

Station Baggage Men—The same uniform as conductors, with station baggage badge.

Brakemen—Light blue blouse and navy cap, with badge.

Flagmen and Switchmen—With blue navy cap and badge.

HUDSON RIVER RAILROAD.

Conductors—Blue cloth sack coat, blue cloth vest, buttoned up to the throat, and blue cloth pants, plain buttons; blue navy cap, with the rank of the wearer in silver letters on the badge.

Brakemen—Brown blouse or coat, blue pants and black leather belt around the waist, with badge.

Train Baggagemen—Blue cloth jacket and cap.

Station Baggagemen—Same uniform.

Station Men, Flagmen, &c.—Blue navy cap, with white leather badge, with the position of the wearer in gilt letters.

NEW YORK CENTRAL RAILROAD.

Conductors—Blue cloth or flannel coat; coat to be cut sack pattern, single or double breasted; gilt regulation buttons on coat and vest; uniformity in color and cut will be required; blue cloth cap, regulation pattern (gold bullion stripe at top and bottom of band, with ribbon badge to be worn between the stripes.)

Brakemen—Woollen blouse and overalls of blue denims, and regulation badge to be worn on hat or cap.

Train Baggagemen, Depot Masters, Station Agents, Station Baggagemen, Station Men—Regulation badge to be worn on hat or cap.

Badges or buttons to be furnished by the company.

ERIE RAILWAY.

Conductors—Blue coat and vest, with plain buttons; gray pants and blue cap, with badge.

The dress of the other employees will be determined on in a few days.

LONG ISLAND AND HUNTER'S POINT AND FLUSHING RAILROADS.

The uniform worn by the employees of these two roads will be similar, as follows:

Conductors—Full suit of blue cloth; blue navy cap, with badge.

Baggage Master—Short blue blouse.

Brakemen—Blue blouse and suitable badge.

Flagmen, Switchmen, &c.—Blue navy cap and badge.

NEW YORK AND NEW HAVEN RAILROAD.

No uniform will be worn by the employees of this road. The President communicated with the Attorney-General of this State on the subject, and he has given his opinion that as the line is nearly altogether in the State of Connecticut they would not be required to conform to the law. The employees wear badges on their caps, in accordance with the law of Connecticut.

Chesapeake and Ohio Railroad.

The vote lately on the question whether the city of Richmond should subscribe to $2,000,000 of the stock of the Chesapeake and Ohio Railroad was determined largely in the affirmative. This work was commenced as a State enterprise years ago, and much money laid out upon it. The State now subscribes $2,000,000 more, and the various counties through which it passes are called upon to unite with Richmond to complete the subscription. The road will be about 200 miles long, having for its eastern terminus Covington, on the Virginia Central Railroad, and striking the Big Sandy River at its junction with the Ohio. None of the grades will exceed twenty feet to the mile, and the total distance from the Ohio to Richmond will be less than 400 miles. By the completion of the proposed road on the south shore of the Ohio, from the Big Sandy to Covington, Ky., opposite Cincinnati, with a branch to Lexington, the immense mineral resources of the western part of Virginia, in the most valuable kinds of petroleum, bituminous coal and iron,

will find outlets to both the eastern and western markets by rail.

Western Union Railroad.

The annual meeting of the stockholders of this company was held at Racine, Wis., on the 9th inst. The directors elected for the ensuing year were as follows:

Richard Irvin, S. P. Nash, R. G. Rolston, Jacob S. Wetmore, New York; Edward P. Barton, Freeport, Ill.; D. W. Dame, Lanark, Ill.; G. A. Thomson, Henry T. Fuller, Darwin Andrews, John Wilson, Racine, Wis.; William Shannon, Shannon, Ill.; H. A. Mills, Mount Carroll, Ill.; E. Northey, Shannon, Ill.

At a meeting of the new Board of Directors the officers of the previous year were unanimously re-elected, consisting of G. A. Thomson, President; H. F. Fuller, Vice President, and W. V. Baker; Secretary and Treasurer.

Hartford and New Haven Railroad.

The earnings of this road for the years ending August 31, 1866 and 1867, have been as follows:

	1865.	1866.
From passengers	$909,352 21	$941,536 18
" freight	630,911 69	625,992 72
" expresses	47,401 39	114,007 61
" rents etc.	4,138 84	3,798 08
	$1,591,804 13	$1,685,334 59
Expenses, viz:		
Repairs of road and bridges, including new bridges	$297,885 93	$255,780 32
Wood coal and oil	151,517 31	117,382 08
Material and labor on engines and cars, including new	189,118 75	257,347 31
Transp. account and general expenses	281,156 27	286,669 80
Station repairs and improvements, including new structures	31,889 35	62,786 95
Lost and damaged goods, gratuities, etc	6,753 91	2,552 44
	$958,321 52	$982,518 90
Interest	52,480 92	48,285 81
Taxes, State and National	121,805 08	110,532 99
	$1,132,607 52	$1,141,337 70
Balance of earnings	$459,196 61	$543,996 89

The gross earnings of the past compared with those of the preceding year, show an increase of $93,530 46; with an increase in operating expenses of $24,197 38—making the increase in net earnings $69,333 08. The balance remaining, after the payment of interest and taxes, is $84,800 28 in excess of the previous year.

The number of miles run by passenger trains during the year was 299,120; by freight trains, 203,778; by other trains, 43,215—total, 546,113, an increase over the previous year of 48,111 miles, 25,856 of which is attributable to the new night express train, and a portion of the remainder to the new train between Meriden and New Haven.

The total number of passengers carried on the road during the year was 951,628, which exceeds by 22,171 the number carried during the preceding year.

The total number of tons of freight carried was 354,240, which is 1,319 tons more than during the previous year.

The receipts from passengers are $32,183 97 larger than those of the preceding year. The receipts from expresses also show an increase of $66,966 21. The receipts from freight are $4,918 97 less. The President in his report, says:

Our ordinary freight earnings have, undoubtedly, been somewhat reduced, in consequence of the largely increased facilities which have been accorded to the express companies, not only on our passenger accommodation trains, but by running, in connection with the other roads between New York and Boston, a through night train, solely for the business of the two express companies, whose competition has diverted considerable quantities of freight from our regular trains, at prices which can hardly be remunerative or permanent. It may become a serious question with the officers of the company, how far they are called upon to encumber passengers, stations and trains, with common freight, for the purpose of subserving a competition of this character, which, although it may be of temporary advantage to the public, is of very doubtful permanency.

We are gratified to be able again to report to the stockholders, that the operation of the road during the year past has been unattended by any serious accident; and in this connection, to acknowledge the obligation of the Board, as well as of the stockholders, to the Superintendent, for the ability, fidelity and industry with which he has so long discharged the duties of his responsible position, and to the other employees in his department, who have aided in the successful results of the operation of the road.

We have continued, during the year, to make additions to the equipment of the road, to meet its increasing business with economy and without embarrassment. Twenty freight cars and one baggage car have been built in our shops, which, with twenty mentioned in our last report as just delivered, but paid for during the year just ended, make an addition of forty during the year. One switching engine for the Springfield station, and one first class passenger engine, built in our own shops, and one first class freight engine purchased, have been added to our rolling stock, and their cost, as well as that of the cars, are included in the accounts of current operating expenses.

The very rapidly increasing business at Meriden station made it necessary to enlarge our accommodations in depot grounds, side tracks, and other conveniences at that point, and we have consequently been subjected to a very considerable expenditure for that purpose, including the construction of a new engine house and turn-table, besides extensive grading and construction of new side tracks; and, with a view to the better accommodation of this active business community, we have placed an engine there, which makes two daily round trips between Meriden and New Haven, one for passengers and one with freight, which affords desirable conveniences to the people of Meriden, and at the same time relieves our through freight trains of a large amount of freight, which, under the old arrangement, was left by them there, the trains then proceeding north, in many cases with only a partial load. The expenses of these, as well as all other additions or improvements to the road and its equipment during the year, have been included in the accounts of the current charges against the gross income for the year.

A neat and commodious passenger building has been erected at North Haven station, upon the ground previously occupied by a building belonging to other parties, recently burned, in which the company had rented rooms for the accommodation of passengers.

The freight house at Springfield, affording very inadequate accommodations for the business so largely increased since its construction, and its condition being dilapidated and its location inconvenient, a new building, in a better location, and more suited to the present business of the company, has been under construction during the present summer, and is now nearly completed. The building is three hundred feet in length, with a two story elevation at the end, furnishing convenient offices for the agent and other employees, and, when ready for occupancy, will afford greatly improved facilities for the transaction of the company's business at that important station.

The long continued high water in the Farmington River during the early part of the season delayed the commencement of the work at the new bridge over that stream at Windsor till late in July, and the frequency of rains since that date has greatly retarded the progress, and somewhat increased the cost of that work. It is now, however, far advanced towards completion; all the arches except two are closed, and it is expected that those will be closed during the present week. The finishing work will then be pushed forward vigorously, and it is confidently expected that the trains will pass over the bridge by the first of November next.

We have not as yet succeeded in making any satisfactory arrangement with the General Post Office Department, for compensation for mail service, and are therefore without pay for that service from July 1st, 1865, to the present time.

Our relations with the New York and New Haven Railroad Company remain without change. Our suit is awaiting its turn in the Court of Appeals of the State of New York.

It becomes our melancholy duty to announce formally in this report to the stockholders an event, which has, through other sources, already come to their knowledge, to wit., the decease on the 10th day of May last, after a lingering illness of more than two years, of our late President Charles F. Pond, Esq., who for more than twenty years had presided over the affairs of this company. That period forms an era in the history of this corporation. To trace its progress from its position in 1844, with its $99,632 70 of gross annual receipts, to its more than $1,680,000 of gross earnings during the past year, would be an interesting study, but its details would exceed the limits of this brief report. It is sufficient for the present purpose to call attention to the almost unexampled growth of a business of this character under the administration of one individual, and no stockholder will hesitate to unite with us, in ascribing to the constant supervisory care, the wise foresight, the energetic will, and the eminent ability of Mr. Pond, a large portion of the ever increasing prosperity of this corporation, from the day on which he first assumed the charge of its interests to the day when Providence saw fit to remove him from them. Those who succeed him may well be thankful, if they are so fortunate as to maintain for the company its present condition of prosperity, without diminution. The stockholders of the company owe to the memory of Mr. Pond a large debt of gratitude for his eminent services in their behalf.

At the regular meeting of the Board holden on the 19th day of June last, W. P. Burrall who, as Vice President, had during the long illness of Mr. Pond, practically discharged the duties of the Presidency, was elected President to fill the vacancy occasioned by the decease of Mr. Pond.

The income of the company from all sources during the past year has been as follows:

Cash on hand September 1, 1866	$115,992 76
Earnings of the road	1,685,334 59
Sales of real estate	2,605 00
Total	$1,803,932 35
Disbursed as follows, viz:	
Dividends	$863,207 00
Interest	48,285 81
Operating and repairing road	975,530 51
Real estate	7,300 00
State and National taxes	110,532 99
Steamboat "Orient"	4,120 50
Contingent fund—Fire damage	4,220 81
180 shares N. B. & M. R. R. Co	9,000 00
Balance due from do	66,255 72
Increase of debts due the Co	48,515 95
Cash on hand	166,963 06
Total, as above	$1,803,932 35

The following from the Ledger presents a general statement of the affairs of the company September 1, 1867:

Capital stock	$3,000,000	00
Bonds	927,000	00
Contingent fund	490,846	95
Reserved fund	150,000	00
Profit and loss	273,996	89
Dividends unpaid	9,793	00
Debts due by the company	94,390	16
	$4,946,027	00
Railway, depot buildings, etc	$3,129,047	20
Real estate, lands, dwellings, etc	132,202	43
Middletown Extension road construction	27,682	66
Bonds purchased	37,000	00
Tomlinson Bridge stock	102,888	67
Advances to Tomlinson Bridge Co.	42,017	28
Equipment, engines and cars	254,000	00
Wood, stock and tools on hand	205,141	31
Debts due the company, including account due from N. Y. & N. H. R. R. Co., unadjusted, and funds in the hands of agents	376,714	53
Balance due from N. B. & M. R. R. Co.	66,255	72
New Connecticut River Bridge	178,964	80
Steamboat "Orient"	189,649	34
N. B. & M. R. R. stock	37,500	00
Cash on hand	166,963	06
	$4,946,027	00

President.—W. P. Burrall.

Directors.—W. P. Burrall, Julius Catlin, H. C. Robinson, Cornelius Vanderbilt, John A. Robinson, Ezra C. Read, Chester W. Chapin, A. G. Hazard, Charles M. Pond.

Treasurer.—C. M. Pond.

Secretary.—S. P. Conner.

Superintendent.—E. M. Reed.

New York and Boston Air-Line Railroad.

The New Haven *Courier* says that the great Air-Line route, which shortens the distance between New York and Boston 27 miles, is the most important route in the State which is yet unbuilt. On the 11th inst., the citizens of Middltown voted, in town meeting, by 371 yeas to 92 nays, to loan the road $200,000, and this vote, it is said, will secure the construction of the road from the New Haven depot to the east bank of the Connecticut at Middletown, where it will await the action of the next Legislature for permission to cross the river and proceed on its way to Willimantic and Boston.

Central Park, North and East River R. R.

The annual meeting of the shareholders of this company was held on the 15th inst. From the report which was presented and accepted, it appears that the total number of passengers carried was 9,026,890—of which 8,671,153 were adults, and 355,737 children. The total number of trips made, 151,407. Average number of cars per day, 73. Average earnings per trip, $3.49.

Total amount received from pass	$528,092	75
Sales of manure	3,199	87
Sales of old iron, &c	622	59
Total	$531,915	21
Deduct amount paid for running exp.	440,692	89
Amount of running profit for the yr..	$91,222	32
Amount paid during the year other than running expenses	$120,743	79
Deduct amount of running profit	91,222	32
Which gives a loss over all of	$29,521	47

The total number of horses on hand at the commencement of the year 1866 was 988; during the year 261 were bought; 279 were lost, and on September 30 of this year there was on hand a total of 970. The total cost of the horses now owned by the company was $186,780. The average price paid for horses has been $156 51, and the average price received for horses sold $31.65.

The following gentlemen were elected directors: Isaac Bell, James Bowen, A. Curtiss, P. G. Washington, A. L. Brown, Thurlow Weed, C. C. Clark, W. B. Anthony, C. H. Tucker, Lucien Birdseye, H. W. Smith, Wm. M. Tweed, W. R. Stewart.

Franklin Railroad Extension.

A corps of engineers, of which Maj. Edward Watts, of this place, is chief, commenced on Monday the experimental survey of the route between Hagerstown and Williamsport, for an extension of the Franklin Railroad to that place. The fine weather favors the operations of the engineers and we may reasonably look for the permanent location of the road and commencement of the work at an early day. Within less than a year from now the cars will, in all probability, be running to Williamsport. This extension is designed to be chiefly a coal road.—*Hagerstown Mail.*

British Iron Trade for 1866.

The quantity of iron ore produced in this country last year, was 9,665,012 tons, about 300,000 tons less than the quantity returned in 1865. In the same period the quantity of pig iron made was 4,530,051 tons, or 289,203 tons less than the production of our blast furnaces in the previous year.

The following is a general summary of our iron ore produce during the year 1866:

	Quantities. Tons.	Value. £
Cornwall	18,683	6,786
Devonshire	40,671	12,504
Somersetshire	35,323	17,661
Gloucestershire	162,129	72,982
Monmouthshire	69	15
Herefordshire	115	54
Wiltshire	75,645	30,258
Oxfordshire	1,552	543
Northamptonshire, &c	476,981	118,940
Lincolnshire	175,720	41,733
Shropshire	285,907	71,477
Warwickshire	18,750	4,687
Staffordshire, North	612,243	206,530
do. South	599,000	164,726
Derbyshire	329,500	82,375
Yorkshire { North Riding	2,809,061	741,197
Yorkshire { West Riding	357,000	89,250
Lancashire	685,727	342,863
Cumberland	838,047	538,153
Northumberland and Durham	105,000	27,250
Wales, North	56,682	17,005
do. South	368,692	130,041
Scotland	1,587,000	396,750
Ireland	25,525	5,313
Total	9,665,013	3,119,093

Pig Iron Manufacture.—Iron Ore.—The total quantity of iron ore raised in the United Kingdom amounted to 9,665,013 07 cwts.; estimated value, £3,119,128 19s. 6d.

Foreign ore imported, 56,689 tons; Custom House value, £49,081, making a total quantity of 9,721,701 tons converted into iron.

Furnaces.—The number of furnaces in blast were 618.

Pig iron produced—	Tons.
In England	2,576,928
In Wales	959,123
In Scotland	994,000
Total production of pig iron in Great Britain	4,530,051

This quantity, estimated at the mean average cost at the place of production, would have a value of £11,309,742.

The following is a summary of pig iron produce in 1866:

	No. of iron works active.	No. of furnaces built in district.	No. of furnaces in blast.	Tons of pig iron produced.
England.				
Northumberland	3	18	6	50,456
Durham	14	70	47	298,867
Yorkshire, North Riding	11	67	55½	546,091
Do. West Riding	10	36	29	119,747
Derbyshire	15	42	33	199,867
Lancashire	4	25	19	268,680
Cumberland	3	18	12	136,343
Shropshire	11	29	23	121,161
North Staffordshire	8	35	28½	210,335
South do.	54	167	112	532,625
Northamptonshire	4	9	6	19,174
Lincolnshire	3	6	3	13,165
Gloucestershire	3	10	6	59,817
Wiltshire	1	4	3	
Somersetshire	1	1	1	
Total	145	537	383	2,576,928
North Wales.				
Denbighshire	4	19	5	25,515
South Wales.				
Anthracite District	4	24	11	34,516
Bituminous Districts.				
Glamorganshire	18	83	63	455,188
Brenockshire	3	15	9	27,750
Monmouthshire	14	71	49	410,000
Total	43	203	137	952,969
Scotland.				
Ayrshire	8	45	28	
Lanarkshire	14	95	58	
Fifeshire	2	12	4	
Linlithgowshire	1	4	3	
Stirlingshire	2	7	5	
Haddingtonshire	0	1	0	
Argyleshire	0	1	0	
Total	27	165	98	944,000

The following is a summary of mills and forges at work in 1866:

	No. of puddling works.	No. of puddling furnaces.	No. of rolling mills ret'n'd.
England.			
Northumberland	3	74	9
Cumberland	3	50	9
Durham	17	700	49
Yorkshire (Leeds & Bradford District)	12	280	55
Yorkshire (Sheffield & Rotherham District)	10	263	67
Yorkshire (Cleveland District)	12	394	27
Derbyshire	5	91	20
Somersetshire	1	12	3
South Staffordshire	117	1,829	275
North do.	8	544	54
Shropshire	9	213	29
Lancashire	8	158	32
North Wales	4	51	6
South Wales.			
Carmarthenshire / Glamorganshire	17	583	85
Brecknockshire	3	83	5
Monmouthshire	13	611	61
Scotland	14	303	40
Total	256	6,239	826

—*London Colliery Guardian.*

Dutchess and Columbia Railroad.

Proposals will be received by R. F. F. Moore, Engineer in Charge, at his office in Fishkill Village, Dutchess Co., N. Y., until the 24th inst., for the graduation and masonry of that portion of the Dutchess and Columbia Railroad extending from the terminus on the Hudson River, near Fishkill Landing, to Pine Plains, a distance of 43 miles. The work is light, and will be let in mile sections.

Journal of Railroad Law.

The Hanover Branch Railroad Company *vs.* William S. Coyle. Writ of Error to the Court of Common Pleas of York County, Pa. The plaintiff in error was the Hanover Branch Railroad Co., which was defendant below; and the defendant in error was William S. Coyle, who was plaintiff below.

The plaintiff below, brought his action in trespass on the case, against the Hanover Branch Railroad Co., for alleged negligence on the part of the employees of said Co., while running an engine and train of cars on the Gettysburg Railroad, by which the wagon and horses of the plaintiff were struck and injured, his goods destroyed, and himself hurt. The suit was brought on the tenth day of August, 1864. The defendants pleaded not guilty, upon which issue was joined. The case was tried before Hon. R. J. Fisher the President Judge of the District, and occupied some days. The trial commenced on the 4th December, 1865. A motion for a new trial was made in the court below and overruled after full argument.

The jury rendered a verdict for the plaintiff, for $1,524, on 13th December, 1865.

The following is a history and statement of the case:

The plaintiff below, William S. Coyle, lived in Carlisle, Penna., and traveled as a pedler, with a wagon and two horses, selling merchandise of various descriptions. He was engaged in this business for some years; was frequently at Hanover, Penna.; knew all the railroads in the neighborhood, and the usual times for arrival and departure of the cars.

The Hanover Branch Railroad Co. was incorporated to make a branch road, extending from the Northern Central Railway, at a point called the Junction, to the town of Hanover, a distance of about twelve miles. This road was made by the company some years ago, and has been in operation since, connecting the town of Hanover with the Junction by daily trains both ways. The time of arrival at Hanover depended on the time of departure from the Junction, and this again depended, within certain extreme limits, upon the time of the arrival of the trains of the Northern Central Railway.

Some years after the Hanover Branch Railroad had been in operation, a company was incorporated, to make a railroad from Hanover to Gettysburg, a distance, by the surveyed route, of about seventeen miles. This road was constructed, equipped, and worked by the Gettysburg Railroad Co., having its regular stations, warehouses and agencies on the road, and its trains of cars running in connection with the trains on the Hanover Branch Road.

The Gettysburg Railroad Co. became much embarrassed, and a Sequestrator was appointed, who was also the President of the company.

Reasons of economy and convenience induced the Sequestrator, and the Gettysburg Railroad Co. to make an arrangement with the Hanover Branch Co., by which they engaged the use of the engine and cars on the latter road, to do the transportation on the Gettysburg road. It had been the practice, of course, at the terminus of the Branch Road, at Hanover, to unload passengers and freight, and such as were to pass over the Gettysburg Road were put into their cars. Both companies, however, were in the habit of getting cars, on many occasions, from the Northern Central Railway Co. Under the arrangement referred to, the trains carrying passengers and freight stopped at Hanover, and after necessary changes, the engine and cars, with the same employees on it, moved on to the Gettysburg Road, doing the transportation on that road, under the orders of that company, or its sequestrator and president, they receiving all the emoluments at their ticket offices or stations, and the way fares directly from the conductor, and keeping full possession and control of their road. The agreement referred to is in writing, bearing date the 26th March, 1863.

It was a cold day, the 6th of January, 1864—snow on the ground—the wind blowing from the northwest, and spirting snow in the air—not quite clear nor cloudy, that the plaintiff below, muffled up in his wrappings, sitting back under the front cover of his pedlar wagon, drove at a slow pace out of Hanover, northward, on Carlisle street, to the crossing of the Gettysburg Railroad, at the hour of the passing of the train at that point, on its way to Gettysburg. The train started from the station on the east of the traveller, about 575 yards from the crossing. There were various openings between the houses on his right, through which the station house, the trains there, and large parts of the railway, might be seen by him from the street, if he chose to look.

There was evidence that the usual amount of noise was made before starting, and the accustomed signals were given before reaching the crossing; and there were also witnesses produced who stated that they did not hear them. The concurrent testimony on both sides, however, showed that the plaintiff sat leisurely back in his wagon, approaching the crossing without stopping, and without paying the least attention to the cars, having his face inclined another way. His first witness in chief, who was near the crossing as he approached it on the opposite side, said: "I saw the cars coming at the distance of about one hundred yards. I also saw Mr. Coyle coming along the Carlisle road. He was so muffled up with his coat, comfort and buffalo robe that I supposed he could not see my signal, which I made with my hand. He, Mr. Coyle, was sitting on his box or seat in the wagon. He was sitting with his face inclined to the left."

The plaintiff drove directly upon the track, and his wagon was caught by the locomotive and carried about 90 steps. Some of the goods were scattered on the road; one of the horses was injured; the wagon was partially broken, and the plaintiff was slightly hurt; but no bones were broken, and he was able to give directions about his goods. The great preponderance of the testimony showed that the cars were going at their usual speed at that point, being about 6 or 8 miles an hour.

The defendants below contended that there was no evidence of negligence in the management of the train, but that there was conclusive evidence of negligence on the part of the plaintiff. They also contended that they were not the proper parties to be sued, but the action, if any, should have been against the Gettysburg Railroad Co. Some questions of evidence also arose in relation to the declarations of the engineer on the subject of the collision, and to other matters.

Several points were submitted by the company, on which the court charged as stated below. There was no other charge given, beyond, perhaps, a mere statement of the names of the parties, and what the suit was about, and no other was filed.

The plaintiff presented no points. The following are the defendant's points:

The court is respectfully requested to charge the jury, and to file the charge in writing, upon the following points:

1. That if the jury believe that the want of proper care and caution on the part of Coyle, the plaintiff, in attempting to cross the railroad, had anything to do in bringing about the accident of which he complains, he cannot recover in the suit, and their verdict must be for the defendants.

2. That in order to enable a plaintiff to recover in a suit for being struck by a railroad engine on the track, he must show a case of unmixed negligence on the part of the railroad company or its engineer, without any negligence on his own part mingled with the negligence of the company or its engineer.

3. That the jury are not to consider as the sole or the decisive inquiry, whether there was negligence on the part of the railroad company, or of its hands on the engine, at the time of the accident, but if even they should think that there was any such negligence, they must go further and inquire whether Coyle, the plaintiff, was wholly free from negligence on his part, and if they believe from the evidence that Coyle, the plaintiff, was wholly free from negligence on his part, and if they believe from the evidence that Coyle, the plaintiff, contributed by his own carelessness, to his injury, the law will not adjust the balance between them, nor award damages to either for the result of their compound negligence, and the verdict must be for the defendants, although they or their agents may have been in fault, and in greater fault than Coyle himself.

4. That it was the duty of Coyle, the plaintiff, in driving up to the crossing, to use all reasonable care and opportunity to find out whether a train of cars was also approaching it at the same time. It would have been proper for him to have stopped his wagon at the first point from which he might have had a view of the railroad, as stated in the testimony, on both sides within a few hundred feet of the crossing; to have listened to hear the whistle or noise of the engine or cars, and to look to see if an engine or train was coming; if he neither heard nor saw anything to indicate the approach of either, it was proper that he should not have ceased his efforts, but should have continued them at each of the points of view of the railroad mentioned in the testimony as nearer to the crossing; and if the jury believe that he neglected to take all or any of these precautions, but drove carelessly on to the crossing without stopping—paying no attention to any warnings which may have been given him, until his wagon was struck by the engine; and this conduct, on his part helped in any degree to occasion the accident, their verdict must be for the defendant.

5. That if the jury believe that Coyle, the plaintiff, was somewhat deaf, there was a necessity on his part to pay greater attention to any warnings which he might have heard, or seen before the collision, and the misfortune of his deafness is

not to be visited on the defendants; nor were their duties any greater on his account in this case, than their duties to any other person in any similar case.

6. That if the plaintiff could sustain any action at all, it would be against the Gettysburg Railroad Co., on which the collision occurred, and not against the Hanover Branch Railroad Co., the defendants.

7. That if the Gettysburg Railroad Co., was at the time of the collision under the management of themselves, or their trustee, or their sequestrator, they or he receiving all the profits of passengers and freight, while hiring by the month, or otherwise, their motive power from the Hanover Branch Railroad Co., and their freight cars from the Northern Central Railroad, if there be any liability for the alleged collision, the Gettysburg Railroad Co., and not the Hanover Branch Railroad Co., are responsible for it; and, therefore, the plaintiff cannot recover in this suit.

8. That upon the evidence in the cause the plaintiff is not entitled to recover.

The following is the charge of the court:

Answer to 6th point: The court cannot answer this point in the affirmative. We say if plaintiff is entitled to recover for the injury complained of, he can recover against the defendants in this action.

Answer to 7th point: If the facts stated in this point are sustained by the evidence, taken in connection with the article of agreement between the Gettysburg R. R. and the Hanover Branch Railroad, they cannot prevent the recovery of the plaintiff if he is otherwise entitled to recover.

Answer to 1st point: This point is correct. We answer it in the affirmative.

Answer to 2nd point: We answer this point in the affirmative.

Answer to 3d point: We answer this point in the affirmative.

Answer to 4th point: We answer this point in the affirmative. But in so doing, we do not affirm the facts stated to be proved; whether they are or are not is for the jury to decide from the evidence. It is their duty to decide from the whole evidence all the facts, which are made and are disputed. Negligence is a fact to be decided by the jury from the whole evidence, and all the circumstances attending the case. Negligence is the want of that care which men of common sense and common prudence ordinarily exercise in their employments and business of life.

Answer to 5th point: The court answer this in the affirmative.

Answer to 8th point: We cannot answer this point in the affirmative. The evidence is for the jury, and they must decide what the facts are, and what credence is to be given to the witnesses.

The errors assigned were to the charge upon the 4th, 6th, 7th and 8th points of the defendant below, and to the admission of certain evidence noticed in the opinion of the Supreme Court.

The opinion of the Court was delivered by AGNEW, J.

Upon a careful examination of the testimony in this case, it is impossible to shut our eyes to the fact that the jury were permitted to find a verdict for the plaintiff contrary to the evidence, and the instruction of the learned Judge. But the remedy was by granting a new trial and not a writ of Error. Whatever may have been the negligence of the Railroad Co., (and it is a question upon the evidence whether there was any,) it seems to be very clear that Coyle, the plaintiff, approached the crossing of the railroad muffled up, sitting within the covered top of his wagon taking no notice of the railroad, which he well knew, for he had often crossed it before, and drove slowly upon the track without stopping, or looking out, so far as anything in the evidence discloses the fact to us. It also shows that at this point a traveler passing in the direction Coyle was going cannot see up and down the track in consequence of the position of Kohler's house until he has gotten within sixteen feet of the track. It is very manifest therefore, that Coyle was guilty of negligence in omitting to stop and look out for the cars.

But the Court answered the first five points of the defendant, all bearing on the negligence of Coyle, in the affirmative and giving to the jury proper instructions which under the evidence ought to have led to a verdict for the defendants. The error was not that of the Court but of the jury, which ought to have been corrected by setting aside the verdict. This, however, admits of no remedy here.

The defendants complain, however, that the Court qualified the answer to the 4th point in such manner as to mislead the jury. We cannot perceive any error. The Judge did not qualify the instruction, but merely submitted the fact upon which the instruction rested. It is true, that he also added that negligence is a fact to be decided by a jury from the whole evidence and from all the circumstances, and is the want of that care which men of common sense and common prudence ordinarily exercise in their employment and business of life. But this is in no wise qualified by the instruction already given, especially that part of the answer to the 4th point, which assumed that if the jury believed Coyle neglected to take all or any of these precautions, but drove carelessly by on to the crossing without stopping, paying no attention to any warning which may have been given him, until his wagon was struck by the engine, and this conduct on his part helped in any degree to occasion the accident, their verdict must be for the defendant.

The paper book discovers* no bill of exceptions to the testimony referred to in the fifth assignment of error. But if it did we cannot say that the declaration of the engineer was no part of the *resgesta*. It was made at the time of the accident in view of the goods strewn along the road by the breaking up of the boxes; and seems to have grown directly out of, and immediately after the happening of the fact. The negligence complained of being that of the engineer himself, we cannot say that his declarations made upon the spot at the time, and in view of the effects of his conduct, are not evidence against the company as a part of the very transaction itself. The same remarks apply to the evidence contained in the sixth error.

That portion of the evidence admitted as stated in the seventh error, to wit., the annual amount of Coyle's sales and the profit he made thereupon, bore directly upon the question of damages, as affording a means of computing his loss for the time he was confined by his injuries and prevented from carrying on his business. It tended to show the amount he might have earned by his employment if he had been able to attend to it.

The action was properly brought against the defendants. The train was theirs, and the engine their servant, and they were the carriers. The division or appropriation of the profits could furnish no criterion of liability in such a case, especially when, as here, by the very terms of the agreement between the two companies, the defendants were to suffer any loss which would be incurred by such an accident. Finding no error in the record the judgment is affirmed.

And now, to wit., July 3, 1867, the judgment of the Court of Common Pleas of York County in the above stated case is affirmed.

* This is erroneous, See 3 and 4 page appendix to paper book.

Central Pacific Railroad.

The United States Commissioners have finished the inspection of the section of the Central Pacific Railroad, west of Cisco. They carefully examined the grade, culverts, bridges, &c., and pronounce the section twenty-five per cent. better constructed than any portion of the road previously accepted. Over the section there is already four miles of roofing, and two and a-half additional will be built this fall. The Commissioners recommend its acceptance by the Government. The Commissioners have commenced a primary inspection of the road two miles east of Cisco. From Coburn's Station, east the cars are running 8½ miles, and construction trains are laying the track at the rate of 1½ miles daily. The section will be completed in thirty days. The intermediate section over the summit will not be completed for transportation purposes until early spring, although the company expect to lay the track before winter. By August next cars will be running to Truckee river, near Crystal Peak, while a considerable portion of the road will be graded towards Humboldt.

Lake Shore Railway.

The consolidation of the Cleveland, Painesville and Ashtabula and the Cleveland and Toledo Railroads has been consummated on the basis of

$5,000,000 Ashtabula stock at 175 .... $8,750,000
$5,000,000 Toledo stock at 125..... 6,250,000

Making for the "Lake Shore Railway" $15,000,000 in capital stock, with a combined (original) mortgage debt of $4,372,861.

☞ We learn from St. Louis that the Fund Commissioners of Missouri have directed the officers of the Bank of Commerce, of New York, to apply the State funds now in their hands to the payment of the past due coupons on the State bonds. The balance to the credit of the State in the Bank of Commerce is over two and a half millions.

☞ The bids for the $500,000 State of Georgia 7 per cent. bonds were opened on the 12th inst. The amount bid for was $924,000—at prices ranging from 80c. to 85c., except one bid of $5,000 at 75c. and one of $20,000 at 75c. and interest. The accepted bids were 82c. and above.

☞ The preliminary work on the Costa Rican Inter-Oceanic Railway is said to be progressing favorably.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,675,139		
Allegheny Valley 50	1,498,400		
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jul.'67 3½
Atlantic & N. Carolina ...100	5,845,225		
Atlantic & Gt. Western ... 50	11,522,150		
" " " pref.. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jul. '67 2
Augusta and Savannah ...100	733,700	J. & J.	Jul'67 3½
Baltimore and Ohio.....100	16,157,962	A. & O.	Oct. '67 4
Do. Washington Br.....100	2,650,000	A. & O.	Oct. '67 5
Baltimore City Passenger...	670,000	F. & A.	Aug.'67 3
Boston and Chelsea 100	110,000	A. & O.	Oct. '67 4
Bellefontaine Line 100	4,420,000	F. & A.	Aug.'67 3
Belvidere Delaware.....100	997,112		
Berkshire*.....100	600,000	J.A.J&O	Oct.'67 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Jun.'67 2½
Boston, Concord & Mont..100	459,400		
Do., do. pref.100	1,340,400	J. & D.	Jun.'67 3
Boston and Lowell.....100	182,000	J. & D.	Jun. '67 4
Boston and Maine.....100	4 076,974	J. & J.	Jul. '67 5
Boston and Providence...100	3,350,000	J. & J.	Jul. '67 5
Boston and Worcester ...100	4,500,000	J. & J.	Jul. '67 5
Broadway (Boston) 100	325,000		
Broadway & 7th Av.(N.Y.)100	2,100,000	J. & J.	Jan. '67 5
Brooklyn City 10	1,000,000	F. & A.	A. '67 2½
Brooklyn City & Newt'n..100	399,800		
Buff., New York & Erie*..100	850,000	J. & J.	Jul'67 2½
Buffalo and State Line ...100	2,200,000	F. & A.	Aug.'67 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	O. '67 4½
Camden and Amboy.....100	6,844,200	F. & A.	Aug.'67 5
Camden and Atlantic,pref. 50	600,000		
Cape Cod Branch 100	721,926	J. & J.	Jul. 67 3½
Catawissa, ... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	A. & O.	Ap.'67 3½
Cayuga & Susquehanna..* 50	582,110		Jul.'67 4½
Central of Georgia.....100	4,666,300	J & J	Jul. '67 5
Central of New Jersey...100	13,000,000	J.A.J&O	Oct'67 2½
Central Ohio, pref.....100	400,000	J. & D.	Jun.'67 3
Cen. Park, N. & E. River.100	970,000		Ap.'61 2½
Charlotte & S Carolina...100	1,201,000		
Chemung*.....100	380,000	J.A.J&O	Oct. '67 2
Cheshire, preferred 100	2,017,825	Annual.	J'n'67 2½
Chicago and Alton.....100	3,886,643	M. & S.	Sep.'67 6
" " pref...100	2,425,576	M. & S.	Sep.'67 5
Chicago, Burl. & Quincy .. 50	10,193,010	A. & O.	Ap.'67 10
Chicago and Gt. Eastern...100	4,390,000		
Chicago, Iowa & Nebras*..100	1,000,000		Jul. '67 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	13,160,927		
" " pref.100	12,994,719	Annual.	Dec.'66 7
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct.'67 5
Cin., Ham. & Dayton 100	3,129,100	A. & O.	Apr.'67 5
Cin., Richmond & Chicago.100	350,000		
Cin. & Indianap. Junction.100	1,600,000		
Cincinnati and Zanesville. 50	1,600,250		
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jul. '67 6
Cleve., Col. & Cincinnati..100	6,000,000	F. & A.	Aug.'67 4
Cleveland & Mahoning*.... 50	2,044,600	M. & N.	M'y '67 4
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul. '67 5
Cleveland and Pittsburg... 50	5,403,911		Sep. '67 5
Cleveland and Toledo 50	4,841,600	A. & O.	Apr.'67 6
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	A. '67 2½
Columbus and Xenia*..... 50	1,780,200	J. & J.	Jul. '67 5
Concord 50	1,500,000	M. & N.	M'y '67 5
Concord & Portsmouth ...100	350,000	J. & J.	Jul. 67 3½
Coney Island & Brooklyn.100	600,000		
Conn. & Passump. Rivers.100			
Do. do. pref.100	1,673,300	J. & J.	Jul. '67 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '67 4
Cumberland Valley..... 50	1,316,900	A. & O.	Apr.'67 4
Danbury and Norwalk ...100	306,900		
Dayton and Michigan*....100	2,384,941		
Delaware..... 50	406,132	J. & J.	Jul. '67 3
Del., Lackaw & Western. 50	11.288,550	J. & J.	Jan.'67 5
Des Moines Valley.....100	1,550,050		
Detroit & Milwaukee.....100	452,359		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000		
Dubuque and Sioux City..100	1,673,641		
Do. do. pref.100	1,987,351	Annual.	M'r.'67 7s
Eastern (Mass.).....100	3,578,304	J. &. J.	Jul. '67 4
Eastern (N. H.) 100	492,500	J. & J.	Jul. '67 4
East Pennsylvania 50	604,400		
East Tenn. and Georgia....100			
East Tenn. and Virginia...100			
Eighth Avenue (N. Y.) ...100	1,000,000	J.A.J&O	Jul. '67 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Au.'67 2½
Elmira & Williamsport.... 50	600,000	M. & N.	M'y.'67 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'67 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,535,700	Annual.	Jan. '67 7
Erie & North East*.....100	600,000	F. & A.	Aug.'67 5
Evansville & Crawfordsv.100	2,142,834		
Fitchburg.....100	4,540,000	J. & J.	Jul. '67 4
Fitchburg & Worcester...100	247,800	J. & J.	Jul. '67 3
Flint and Holly 100		M. & N.	M'y '67 5
Forty-Sec. St. & G. St.F'y.100	750,000		
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	3,156,000	A. & O.	Apr.'67 6
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '67 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Grand Trunk (Ca.)	15,123,430		
Granite.....100		F. & A.	Aug.'67 3
Great Western (Ca.).....	16,302,745		1½
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan. '67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Oct. '67 5
Hannibal and St. Joseph..100	1,900,000		
Do. do. pref.100	5,253,830		
Hanover Branch.....100	116,850	M. & N.	M'y '67 5
Housatonic.....100	820,000		
" pref 100	1,180,000	M. & N.	M'y '67 4
Hudson River 100	13,937,100	A. & O.	Oct. '67 4
Hazleton 50	1,615,000	F. & A.	Aug.'67 3
Huntingdon & B'd Top ... 50	494,380		
" " pref. 50	190,750	J. & J.	Jul.'67 3½
Illinois Central 100	23,386,450	F. & A.	Aug.'67 5
Indianapolis & Cincinnati.100	1,689,900	M. & S.	Sep. '67 4
Jeffersonv..Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 .
Joliet and Chicago*.....100	1,500,000	J.A J&O	Oct.'67 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jul. '67 4
Lackawanna & Bloomsb... 50	1 325,000		
Lehigh and Mahanoy..... 50	2,188,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Oct.67 2½
Lexington & Frankfort ...100	514,646	M. & N.	M'y.'67 5
Little Miami..... 50	3,572,400	J. & D.	Jun.'67 4
Little Schuylkill*..... 50	2,646,100	J. & J.	Jul. '67 2
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'67 2
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jul. '67 3
Louisville and Nashville..100	5,500,000	F. & A.	Aug'67 4
Louisv., N.Alb.& Chicago.100	2,800,000		
Lowell and Lawrence 100	200 000	A. & O.	Oct. '67 3
Macon and Western.....100	1,500,000	M. & N.	M'y '67 4
Mahanoy & B'd Mount n* 50	921,615		
Maine Central.....100	1,600,860		
Manchester & Lawrence..100	1,000,000	M. & N.	M'y '67 3
Marietta & Cincinnati.... 50	2,029,778		
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725	M. & S.	Mar.'62 4
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J & J.	Jul. '67 5
Michigan Central 100	7,502,866	J. & J.	Jul. '67 5
Mich. So. & North. Ind. ...100	9,811,300	F. & A.	F. 65 3½
" " guaranteed.100	787,700	F. & A.	Aug.'67 5
Middlesex (Boston).....100	400,000		
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien..100	3,014,000	F. & A.	Feb.'67 3
" " " 1st pref 100	3,082,000	Annual.	Feb.'67 8
" " " 2d pref..100	1,014,000	Annual.	Feb.'67 7
Milw. & St. Paul.....100	3,627,000	J. & J.	
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	3,775,000	J. & J.	Jul. '67 4
Mississippi Central 100	2,030 361		
Mobile and Ohio 100	3,588,300		
Montgomery & W. Point..100	1,419,769		
Morris and Essex 50	5,500,000	F. & A.	F. '67 3½
Nashua and Lowell.....100	600,000	M. & N.	M'y '67 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,100,000	F. & A.	Au. '67 5
New Bedford & Taunton..100	500,000	J. & J.	Jul. '67 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,224,100	J & J.	Jul. '67 3
New Jersey.....100	5,000 000	F. & A.	Aug.'67 5
New London Northern....100	895,000	M. & S.	Sep. '67 4
N. O., Jackson & Gt. N ...100	4,697,457		
N. O., Opel. & Gt. West'n.100	4,093,425		
New York Central.....100	26,530,000	F. & A.	Aug.'67 3
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '67 4
" " pref. 50	1,500,000	J. & J.	Jul. '67 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '67 5
N Y., Provid. & Boston ..100	1,755,281	J. & J.	Jul. '67 3
Nieg. Bridge & Canandai*100	1,000,000	J. & J.	Jul. '67 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000		
North Eastern (S. C.) pref..	4,518,900	F.M.A.N	Aug.'67 2
Northern Central 50	3,155,000		May'67 4
Northern of N. Hampsh,..100	3,06 ,400	J. & D.	Jun.'67 4
Northern of N. Jersey ...100	158,800		
North Missouri 100	2,369,307		
North Pennsylvania..... 50	3,150,150		F'b,'67 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jul. '67 4
Ogdensb. & L. Champl'n..100	3,077,000	F. & A.	Aug.'67 3
" " pref.100	641,200	A. & O.	Oct. '67 4
Ohio and Mississippi.....100	20,222,647		
" " pref.100	3,607,197	Annual.	Jan. '67 7
Old Colony & Newport ...100	4,848,300	J. & J.	Jul. '67 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'67 4
Pacific of Missouri.....100	3,581,000		
Panama.....100	7,000,000	J.AJ&O.	Oct. '67 6
Paterson and Ramapo.....100	248,000	J. & J.	Jul.'67 2½
Paterson and Hudson Riv100	630,000	J. & J.	Jul. '67 4
Pennsylvania 50	20,000,000	M. & N.	M'y '67 8
Peoria & Bureau Valley*..100	1,200,000	A. & O.	Oct. '67 6
Petersburg & Lynchburg.100	1,365,500		
Philadelphia and Erie*... 50	5,069,450		Jan. '67 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jul. '67 5
Do. Do. preferred. 50	1,551,,00	J. & J.	Jul. '67 5
Phil., Germ'nt'n & Nor'th 50	1,507,850	A. & O.	Oct .'67 5
Phila. and Trenton*..... 1 0	999,200	F. & A.	Aug.'67 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '67 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'67 2½
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	Jan. '67 6
Pittsburg & Connellsville. 50	1,794,623		
Pittsb., Ft. W. & Chicago.100	9,940,987	J.A.J&O	Oct. 67 2½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jul '67 3
Portland and Kennebec....100	1,000,000		Aug.'67 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'67 3
Providence & Worcester..100	1,800,000	J. & J.	Jul. '67 4
Reading and Columbia ... 50	665,019		
Rensselaer and Saratoga .100	800,000	A. & O.	Apr.'67 2
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g.100	847,000		
Rich., Fred. and Potomac.100	1,041.800		
Rockport 100	88,400	J. & D.	Jun.'67 4
Rome, Watert. and Og'nb..100	2,386,500	J. & J.	Jul. '67 5
Rutland and Burlington...100	2,233,376		
St. L., Alt. and T. Haute..100	2,800 000		
" " " pref.100	1,700,000	Annual.	Mar. '67 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	393,073	M. & N.	M'y '67 3
Sand., Mansf. and Newark.100	900,000		
Saratoga and Hudson R...100	1 020,000		
Saratoga and Whitehall*..100	500,000	A. & O.	Apr.'67 2
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul. '67 5
Schuylkill Valley* 50	576,050	J. & J.	Jul.'67 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Au.'67 2½
Sixth Avenue (N. Y.) 100	750,000		M'y '67 5
South Carolina 100	2,819,275		
South Shore 100	259,685		
South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Southern Mississippi.....100	1,000,000		
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Syr., Bingham. and N. Y.100	1,200 130		
Taunton Branch 100	250,000	J. @ J.	Jul. '67 4
Tennessee and Alabama ..100	595,924		
Terre Haute and Indiana. 50	1,283,150	J. & J.	Jul. '67 6
Third Avenue (N. Y.).....100	1,750,000		
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jul. '67 1
Tol., Peoria and Warsaw..100	1,650 000		
" " " 1st pref.100	1,700,000		
" " " 2d pref.100	908,176		
Tol., Wabash and West... 50	5,400,000		
" " pref. 50	1,000,000	M. & N.	M. '67 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rut'd*..100	800,000	A. & O.	Apr.'67 2
Union Transport'n (Bos.)..100	200,000		
Union Pacific.....100			
Union Pacific (E. D.).....100			
Union Pacific (Cent. Br.)..100			
Union (Phila.) 50	291,475	J. @ J.	Jan. '67 3
Utica and Black River.....100	834,400	J. & J.	Jul. '67 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun.'67 4
Vermont Central.....100	8,000,000		
Vermont and Massachu'ts.100	2,500,000	J. & J.	J'n.'67 1½
Vermont Valley.....100	516,164		
Virginia Central 100	3,353,679		
Virginia and Tennessee...100	3,452,815		
Western (Mass.).....100	6,710,800	J. & J.	Jul. '67 5
Western Union 100	2,687,237		
West Jersey 100	731,050	M. & N.	M'y '67 4
West Philadelphia..... 50	249,100	J. @ J.	Jul. '67 5
Wilm. and Manchester....100	1,120,470		
Wilm. and Weldon.....100	1,340,233		
Worcester and Nashua ... 75	1,141,000	J. & J.	Jul.'67 $4
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'67 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Aug.'67 4
Delaware and Hudson.....100	10 000,000	F. & A.	Aug.'67 5
Delaware and Raritan.....100	2,298,400	F. & A.	Aug.'67 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jul. '67 5
Morris (consolidated 10	1,025,000	F. & A.	Feb.'67 8
" (preferred).....100	1 175,000	F. & A.	Aug.'67 5
Schuyl. Navigation (cons.) 50	1,408,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083		
Union..... 50	2,907,860		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Sep.'67 2½
Pacific Mail Steamsh p....100	20,000,000	MJS&D.	Sep.'67 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph..100	28,450,000	J. & J.	Jul. '67 2
American Coal..... 25	1,500,000	M. & S.	M. '67 3½
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500 000	J. & J.	Jul. '67 4
Central Coal 100	2,000,000	J. & J.	Jan. '67 5
Mt. Pleasant Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'67 6
Roaring Brook Coal.....	200,000	J.A. J.O.	Oct.'67 2½
Spring Mountain Coal..... 50	1,250 000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000 000	M. & N.	Nov.'66
Adams Express.....100	10,000,000	FMA&N	Nov.'66 2
American Express 500	9,000,000	FMA&N	Nov.'66 3
Merchants Union Express.100	20,000,000		
United States Express.....100	6,000,000	MJS&D.	Dec.'66 3
Wells, Fargo & Co. Exp...100	10,000,000		

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv't in single t'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov.'66	3.36	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,525	6½	.....	37
30 Nov.'66	5.73	—	218	32	—	Broadway, Boston	348,279	325,000	—	20,451	168,846	44,203	7	.....	55
30 Nov'66	27.43	—	—	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	.....	88
30 Nov.'66	2.57	—	35	6	—	Lowell (Horse)	45,536	46,000	—	—	20,399	3,261	—	.....	.....
30 Nov.'66	11.75	—	211	31	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,253	—	.....	10
30 Nov.'66	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	—	.....	25½
30 Nov.'66	3.07	—	—	—	—	Medford and Charlestown	36,600	21,000	9,600	—	19,627	2,240	—	50	25
30 Nov.'66	38.82	—	837	157	—	Metropolitan (Boston)	1,501,478	1,250,000	—	139,096	753,414	113,472	—	.....	55½
30 Nov.'66	6.28	—	254	35	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	167,176	11,437	—	.....	40
30 Nov.'66	3.22	—	—	—	—	Northampton & Will.amsb.	300,000	300,000	—	4,627	2,686	211	—	.....	.....
30 Nov.'66	5.69	—	60	9	—	Quincy	141,233	71,600	58,400	55,000	34,256	2,535	—	.....	.....
30 Nov.'66	7.78	—	48	13	—	Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108	4	.....	.....
30 Nov.'66	3.61	—	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	.....	39½
30 Nov.'66	2.50	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	.....	.....
30 Nov.'66	6.74	—	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	.....	.....
30 Nov.'66	—	—	431	63	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	.....	88
30 Nov.'66	1.58	—	—	—	—	West Cambridge	13,600	13,600	—	—	—	516	4½	.....	47
30 Nov.'66	2.25	—	—	—	—	Winnisimmet	62,152	59,800	—	—	3,720	3,255	4	.....	—
30 Nov.'66	11.60	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	.....	.....
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	.....	.....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	.....	.....
						NEW YORK.									
30 Sep. '66	9.65	—	87	6	6	Albany	128,622	89,850	40,000	.....	46,365	1,841	—	.....	.....
30 Sep. '66	25.00	—	—	49	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	—	100	.....
30 Sep. '66	10.76	—	—	—	33	Broadway (Brooklyn)	236.759	200,000	27,500	5,910	98,266	23,408	8	100	.....
30 Sep. '66	14.00	—	—	98	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1500000	—	677,195	268,445	4	100	.....
30 Sep. '66	8.00	—	—	15	—	Brooklyn, Bath & Coney Isl'd	153,414	99,850	80,000	72,872	27,501	7,567	—	100	.....
30 Sep. '66	24.00	—	—	51	22	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,185	196,041	25,709	—	100	.....
30 Sep. '66	57.68	1.90	—	196	—	Brooklyn City	1,388,369	1,000,000	170,000	.....	1,051424	356,656	12	10	.....
30 Sep. '66	11.75	4.00	—	37	—	Brooklyn City & Newtown	549.425	399,800	200,000	18,795	128,224	19,566	—	100	.....
30 Sep. '65	0.09	9.41	—	—	—	Brooklyn City & Ridgewood	187.260	164,000	20,000	3,200	—	—	—	100	.....
30 Sep. '66	4.50	—	—	14	—	Brooklyn City & Rock. Be'h	124,586	102,150	35,000	.....	8,667	4,562	—	.....	.....
30 Sep. '66	24.00	—	—	114	12	Centr'l P'k, N & E. Riv. (N.Y.)	1,608,489	970,000	550,000	21,303	535,008	127,893	2½	100	.....
30 Sep. '65	—	2.00	—	—	—	Clinton Avenue (Albany)	.....	2,800	.....	.....	.....	.....	—	.....	.....
30 Sep. '65	—	2.00	—	—	—	Cohoes & Waterford	.....	500	.....	.....	.....	.....	—	.....	.....
30 Sep. '66	19.75	—	—	—	—	Coney Island & Brooklyn	643,099	500.000	148,000	36,545	123,014	loss.	—	100	.....
30 Sep. '66	23.23	—	—	180	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	100	.....
30 Sep. '65	—	6.00	—	—	—	East & North River (W.Co.)	650	650	.....	.....	.....	.....	—	.....	.....
30 Sep. '66	18.00	—	—	157	—	Eighth Avenue	1,300,972	1,000,000	160,000	.....	725,724	61,207	9	100	.....
30 Sep. '65	12.00	—	—	42	—	42d st., & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	.....
30 Sep. '65	4.52	—	—	—	—	Grand st. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '66	10.60	—	—	17	2	Harlem Br., Moris'a & Ford'm	223,230	90,000	124,000	2,600	70,522	16,172	—	100	.....
30 Sep. '66	3.00	—	—	—	—	Hudson Av. and Prosp. P'k	.....	(Com	pleted	Sept.,	1867.)	.....	—	.....	.....
30 Sep. '66	12.20	—	—	30	—	Ninth Avenue	445,295	797,320	112,000	.....	73,276	loss.	—	100	.....
30 Sep. '65	11.00	—	—	—	—	Port Morris & Westchester	1,200	1,200	.....	.....	.....	.....	—	.....	.....
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	—	100	.....
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	—	100	55
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	150,000	—	522,705	loss.	5	100	116
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	—	.....	.....
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N Y.)	2,408.509	1,170,000	1,280000	70,000	1,098083	260,333	12	100	.....
30 Sep. '65	—	5.00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	.....	.....	—	.....	.....
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	.....	.....
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	.....	.....	—	.....	.....
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	.....	.....
30 Sep. '66	1.75	—	—	—	4	V. Brunt st & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	.....	.....
30 Sep. '65	—	—	—	—	—	Westchester	5.949	7,370	.....	.....	—	—	—	.....	.....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	.....	.....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	.....	.....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	.....	.....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	—	.....	.....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	.....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	.....	.....
						PENNSYLVANIA.									
31 Oct. '66	9.23	—	144	26	3	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143.111	61,093	20	50	.....
31 Oct. '66	6.74	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	.....	.....
31 Oct. '66	16.43	—	271	49	—	Frankford & Southw'k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	55½
31 Oct. '66	34.41	—	367	59	—	Germantown	481,335	112,245	350,000	36,294	294,683	121.721	20	.....	28½
31 Oct. '66	5.47	—	120	25	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15½	50	28½
31 Oct. '66	4.53	—	191	33	8	Green & Coates st. Phila.)	232,953	150,000	100,000	—	166,792	51,984	18½	50	30½
31 Oct. '66	2.12	—	25	5	1	Harrisburg City	55,874	41,114	9 500	4,824	11,463	507	—	25	.....
31 Oct. '66	19.00	—	390	56	1	Hestonv., Mantua & Fairm't	—	—	183,600	8,250	242,181	30,388	—	50	13½
31 Oct. '66	5.21	—	105	18	1	Lombard & South st. (Phil.)	160,189	90,000	60,200	4,500	67 450	20,166	—	25	14½
31 Oct. '66	7.25	—	90	13	—	Oakland (Pittsburg & E. L.)	.....	59,500	52,157	6,174	43,264	loss.	—	.....	.....
31 Oct. '66	5.92	.....	45	10	3	Philadelphia and Darby	118,383	100.000	17,000	.....	39,291	13,479	.....	20	12
31 Oct. '66	7.00	.....	241	45	—	Philadelphia City	396,255	255,000	140,000	31,255	191,325	61,822	—	50	.....
31 Oct. '66	7.50	—	176	19	11	Pittsb., Allegheny & Manch'r	140,740	100,000	35,600	14,507	116,238	23,058	16	50	.....
31 Oct. '66	3.90	—	75	12	—	Pittsburg and Birmingham	72,909	68,000	10,600	—	80,135	29,938	20½	50	.....
31 Oct. '66	8.00	—	54	12	—	Ridge Avenue & Manyunk	179,635	120,000	63,300	2,108	42,025	7,879	4	50	7
31 Oct. '66	3.60	—	40	6	2	Schuylkill River (Phila.)	46,019	50,000	—	—	(op. by S. & P.)		—	.....	.....
31 Oct. '66	19.38	—	485	72	4	Second & Third st. (Phila.)	485,823	339,007	114,200	41,229	407.923	131,588	50	50	70½
31 Oct. '66	5.62	—	95	9	7	17th & 19th st. (Phila.)	114,368	120,000	—	—	57,662	12,333	—	50	13
31 Oct. '66	8.50	—	154	19	4	Spruce & Pine (Phil. & Gr'nF.)	250,253	250,157	—	—	101,996	38,491	8	50	27
31 Oct. '66	7.00	—	197	32	2	10th & 11th st. (Citizens')	176,048	192,750	—	—	206,945	99,612	31½	50	65
31 Oct. '66	6.25	—	160	18	—	13th & 15th st. (Phila.)	.....	994,950	—	—	128,955	45,196	2	50	18
31 Oct. '66	25.00	—	515	70	11	Union (Philadelphia)	762,247	400,000	300,000	—	344,895	67,574	7½	50	36
31 Oct. '66	9.29	—	331	56	1	West Philadelphia	358,523	249,000	100,000	—	292,461	80,847	10	50	66
31 Oct. '66	2.48	—	9	3	1	Wilkesbarre and Kingston	26,880	25,000	—	6,260	9,168	3,424	—	.....	.....
31 Oct. '66	1.03	—	9	4	—	Williamsport	19,282	15,600	—	1,124	7,652	1,157	—	25	.....
						MARYLAND.									
31 Dec. '62	21.00	.....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	.....	19
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	.....	.....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	.....	.....
31 Dec '62	3.63	—	—	—	—	Pendleton & S.st. Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	.....	.....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price
	$	pc	Months.	Year.	p c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	.....
Brook yn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	.....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	.....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	59
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	.....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	.....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
D. Dock, E, B'dw, & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	.....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Real Estate	134,500	7	J. & J.	.....	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	.....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	.....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage ua antied	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	.....
Middlesex:					
1st Mortgage	38,000	—	.....	.....	—
Maldon & Melrose bonds.	46,971	—	.....	.....	.....
Real Estate	6,000	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street.	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	140,000	6	J & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	.....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy.					
Plain bonds	58,400	—	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	.....
Real Estate bonds	480,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	.....
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	.....
Van Brunt. st & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1878	.....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	.....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities, Oct. 1, 1867.					
Loan of Jan. 28, 1847 registered	14,707,942	6	Jan. & July.	1867	144
Loan of March 31, 1848 registered		6	" "	1868	142
" " " coupon		6	" "	1868	----
Texas Indemnity, of Sep. 9, 1850 coupon	262,000	---	presentation.	Due.	----
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	111½
" " " coupon		5	" "	1874	111
Loan of June 22, 1860 registered	7,022,000	5	" "	1871	116
" " " coupon		5	" "	1871	118
Loan of Feb. 8, 1861 registered	18,415,000	6	" "	1881	111½
" " " coupon		6	" "	1881	111½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	----
" " " " " " yearly		6	July.	1881	----
Loan of July 17, 1861 registered	264,345,100	6	Jan & July.	1881	110¾
" " " " coupon		6	" "	1881	111¼
Loan of Feb. 25, 1862 (5-20s) registered	1,235,380,750	6	May & Nov.	1882	108¾
" " " (5-20s) coupon		6	" "	1882	111¼
Loan of March 3, 1864 (5-20s) registered		6	May & Nov.	1884	104
" " " (5-20s) coupon		6	" "	1884	108¼
Loan of March 3, 1865 (5-20s) registered		6	May & Nov.	1885	108¼
" " " (5-20s) coupon		6	" "	1885	108¼
" " 2d series (5-20s) registered		6	Jan. & July.	1886	----
" " " (5-20s) coupon		6	" "	1886	106¾
" " 3d series (5-20s) registered		6	" "	1887	----
" " " (5-20s) coupon		6	" "	1887	106¾
Loan of March 3, 1864, (10-40s) registered	171,409,350	5	Mar. & Sept.	1904	100¾
" " " (10-40s) coupon		5	" "	1904	100¾
Pacific R. R. Bonds (currency)	16,746,000	6	Jan. & July.	'95-'97	----
Treas'y Notes (7-30s) July 17, '61: 1st series	365,489,100	7.3	Feb. & Aug.	1867	----
" " (7-30s) June 30, '64: 2d series		7.3	June & Dec.	1868	104¾
" " (7-30s) Mar. 3, '65: 3d series		7.2	Jan. & July.	1868	104¾
Matured Debt not presented	17,969,257	---	presentation.	------	----
Gold Certificates of Deposit	14,867,320	---	presentation.	------	----
Coupon Interest Notes 1864 '65	78,839,580	6	At maturity.	3 yrs	----
United States Notes (greenbacks)	361,164,844	---	----------	------	----
Fractional currency	29,864,713	---	----------	------	----
Navy Pension Fund	13,000,000	---	----------	------	----
State Securities, latest.					
Alabama—State Bonds coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) "	648,000	5	Jan. & July.	1876	----
" — " " (") "	636,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857 oupon	3,727,500	7	Jan. & July.	1877	127½
" — " " 1860 "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds "	1,548,500	7	" "	'83-'84	98¼
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	98
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	----
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds coupon	370,617	8	Jan. & July.	var.	----
" — " " " "		7	" "	var.	----
Georgia—State Bonds (Railroad) coupon	276,000	7	various.	'72-'74	82¼
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad) "	1,569,000	6	" "	'68-'74	73¼
" — " " (Railroad) "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) "	72,000	5	Mar. & Sept.	1869	99¼
Illinois—Ill. and Mich. Canal coupon	1,157,223	6	Jan. & July.	1870	----
" — " " " registered	1,229,647	6	" "	1870	----
" —State Bonds coupon	948,910	6	" "	'60-'70	----
" — " " " "	4,357,253	6	" "	'77-'79	----
" —War Loan Bonds "	945,200	6	" "	1879	100
Indiana—State Bonds coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " " "	3,829,936	5	" "	1866	99
" — " " " "	309,000	6	May & Nov.	1886	----
Iowa—State Bonds coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds "	300,000	7	" "	1881	----
Kansas—State Bonds coupon	92,945		Jan. & July.	1875	----
" —War Loan Bonds "	500,000		" "	'76-'81	----
Kentucky—State Bonds coupon	901,000	6	Jan. & July.	'68-'71	----
" — " " " "	1,421 000	6	April & Oct.	'70-'71	----
" — " " " "	415,000	6	May & Nov.	1870	----
" — " " " "	253,000	5	April & Oct.	'67-'73	----
" —Military Bonds "	646,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks) coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads) "	2,928.000	6	various.	'69-'99	----
" — " " (Schools, &c.) "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) "	1,000,000	6	various.	1886	----
" — " " (New) "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56 coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61 "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 "	809,000	6	"	1871	99¼
" — " " 1863 "	525,000	6	Mar. & Sept.	1883	----
" —Bounty Loan of 1863 "	4 5,000	6	Feb. & Aug.	1880	98¼
" —War Loan of 1864 "	2,832,500	6	June & Dec.	1879	98
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	----
" — " " (S & T. W. Can.) sterl.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O Can.) sterl.	1,405,507	5	" "	1889	----
" — " " (R.R. various) "	120,000	5	" "	1889	----
" — " " (") cur'cy.	159,974	5	" "	'89-'90	----
" — " " (B. & O. R.R.) sterl.	3,277,389	5	" "	1890	----
" — " " (C. and O. Can.) "	3,259,816	5	" "	1810	----
" — " " (Ches. & Ohio Can.)	2,000,000	6		1870	100¼
" — " " (Balt. & Susq. R.R.)	1,000,000	6	"	1870	100½
" — " (Bounty)	501,000	6	" "	abt.'74	----
" — " " (Ches. & Ohio Can.)	30,000	6	" "	1885	----
" — " " (Balt. & Susq. R.R.)	429,588	6	" "	1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	" "	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—State Almshouse Loan	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	----
" —Back Bay Land Loan	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868	----
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " "	172,000	6	" "	'70-'72	112½
" —Lun. Hosp. and State Prison	94,000	6	Jan. & July.	1874	117½
" —Lun. Hosp. (W. Mass.)	50,000	6	June & Dec.	1877	118½
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	888,000	5	" "	1883	----
" —Bounty Fund Loan	200,000	5	" "	1893	101
" — " " "	4,379,500	5	May & Nov.	1894	105½
" — " " " sterling	3,996,000	5	" "	1894	----
" —Union Fund Loan	850,000	6	Jan. & July.	'71-'73	----
" — " " "	2,150,000	6	" "	'74-'76	120
" —War Loan (currency)	2,113,000	6	Mar. & Sept.	'71-'86	100½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R.	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R.	966,500	5	" "	'91-'93	----
" — " " " (stg.)	554,186	5	" "	'88-'90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	----
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds	1,750,000	6	" "	'73-'83	----
" — " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	100
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank)	2,000,000	6	----------	'41-'71	----
" — " " (Union Bank)	5,000,000	6	----------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	105½
" —Hannibal and St. Joseph R.R.	3,000,000	6	" "	'81-'85	82½
" —*Pacific R.R.	7,000,000	6	" "	'81-'87	104¾
" —*Southwestern R.R.	4,500,000	6	" "	'85-'87	----
" —*North Missouri R.R.	4,350,000	6	" "	'82-'87	----
" —*Iron Mountain R.R.	3,500,000	6	" "	'83-'89	----
" —*Cairo and Fulton R.R.	650,000	6	" "	'85-'87	----
" —*Platte County R.R.	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	'67-'78	97½
" — " " Sept. 1, 1861	600,000	6	May & Nov.	'84-'89	----
" — " " Oct. 1, 1866	609,500	6	April & Oct.	'67-'74	94½
" — " " July 1, 1866	500,000	8	Jan. & July.	1869	98½
New Jersey—War Loan of 1861 (free)	1,798,900	6	Jan. & July.	'67-'84	102½
" — " " 1863 (")	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'02	----
New York—General Fund Bonds coupon	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds coupon	2,559,000	7	Jan. & July.	1877	107
" — " " " registered	27,726,500	7	" "	1877	107½
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	----
" —Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871	----
" — " " "	6,000,000	6	" "	1873	100
" — " " "	2,250,000	6	" "	1874	100
" — " " "	1,400,000	6	" "	'75-'77	99½
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " " "	442,960	5	May & Nov.	1868	----
" — " " "	900,000	5	Jan. & July.	1875	90
" — " " "	800,000	5	" "	1878	----
" —Canal Fund Bonds	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds	366,000	6	Various.	'69-'78	52
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	51
Ohio—State Bonds (Union Loan)	280,366	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	60
" — " "	4,095,309	6	" "	1881	100
" — " "	2,400,000	6	" "	1886	100
Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds coupon	4,993,000	5	Various.	'77-'82	94
" — " " registered	5,083,052	5	"	'68-'70	99½
" —Inclined Plane Bonds	400,000	5	April & Oct	1879	----
" —State Bonds, 1st series	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series	4,907,150	6	" "	1877	103½
" — " " 2d series	7,909,520	6	" "	1882	105½
" — " " 3d series	2,270,017	6	" "	1892	105
" —Military Loan Bonds	3,000,000	6	Feb. & Aug.	1871	102
Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871	----
" — " " " 1862	1,196,000	6	Mar. & Sept.	1882	95½
" — " " " 1863	269,000	6	April & Oct.	1883	98½
" — " " " 1863	776,000	6	Jan. & July.	1893	----
" — " " " 1864	917,000	6	Feb. & Aug.	1894	----
South Carolina—Free Loan Bonds	798,888	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)	1,210,803	6	" "	1887	----
Tennessee—State Bonds	1,949,430	5	April & Oct.	1868	60
" — " "	239,167	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds	14,006,000	6	Jan. & July	30 yrs.	66
" — " endorsement	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	63
Vermont—State War Bonds	1,567,500	6	June & Dec.	'71-'78	100
Virginia—State Bonds (sterling)	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " registered	108,000	5	" "	long.	----
" — " "	21,669,398	6	" "	long.	40
" — " " coupon	10,900,000	6	" "	long.	----
" — " (new) registered	1,379,500	6	"	1876	46
" — " " (") coupon	489,300	6	"	1886	39
" — " " (")	39,600	6	"	1890	35
Wisconsin—State Bond	405 100		Jan & July	77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,403	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,826,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,013	465,102	383,396	400,550	461,879	483,757	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,889	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1867	240,238	142,947	238,262	283,921	338,691	343,471	356,142	421,484	422,164	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201.779	3,313,514
1866	241.395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,485	274,800	404,600	517,702	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716 378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,682	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	------	------	------	------
Chicago and Great Eastern:													
1863	33,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,886	60,895	528,364
1864	47,393	56.565	67,822	61,812	59,182	58,178	53,518	88,458	87,037	97,876	94.643	78,111	850,495
1865	77,878	77,242	83,450	75,514	76,674	91,937	91,075	97,145	106,389	118,610	116,293	91,564	1,103,821
1866	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,052	104,547	132,725	136,897	123,785	1,317,102
1867	95,223	80,928	93,872	103,154	90,583	87,784	81,500	94,867	120,495	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	------	------	------	------	------
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	...including Buffalo Division... 1,185,746	987,933	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	...including Buffalo Division ... 906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,924	1,444,745	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	466,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,987	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	684,377	705,259	------	------	------	------
Marietta and Cincinnati:													
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91.809	90,972	93,078	93,546	96,908	95,453	1,038,165
1865	96,672	87,791	93,763	78,607	76,248	107.525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,902	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,715	121,217	------	------	------	------
Milwaukee and Prairie du Chien:													
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1864	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,281
1865	98,184	74,283	70,740	106,689	146,943	224,838	217,160	170,556	228,020	310,595	226,840	110,664	1,985,712
1866	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,989	245,701	244,854	98,787	1,983,900
867	143,000	85,000	72,000	87,510	119,104	114,579	131,000	113,707	277,000	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,545
1864	256,600	304,445	338,454	330,651	267,126	315 258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413 974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	812,846	277,234	412,715	413,970	418 024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,879	428,762	487,868	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	237,241	401,456	365,663	329,105	413,501	476,631	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,956	359,646	429,161	493,640	414,604	308,669	4.260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	315,021	398,993	464,778	------	------	------	------
Milwaukee and St. Paul:													
1864	51,965	46,474	64,993	83,202	131,648	126,970	99,662	86,482	164,710	221,638	198,135	129,227	1,402,106
1865	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,931
1866	131,707	123,404	123,957	121,533	245,622	244,376	208,785	188,815	276,416	466,359	328,539	129,287	2,538,800
1867	146,800	130,000	134,900	192,548	230,497	221,690	193,938	295,436	403,475	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029.736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255.521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1 190,491	1,170,415	1,084,533	1,135,461	1,285.911	1,480,929	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	263,443	224,957	223,242	268,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,683	313,165	355,901	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,655,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,647	675,360	701,352	691,556	914,082	7,120,466
1865	690,144	678,504	857,583	733,866	637,186	646 935	594,523	712,495	795,938	858,501	712,863	580,964	8,489 062
1866	559,982	480,986	662,163	599,806	682,510	633,667	552,378	648,201	654,926	757,441	679,935	555,222	7,467,217
1867	560,115	522,823	678,349	575,287	578,292	506,586	534,733	602,069	685,068	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207,301	162,694	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,152	188,162	171,736	156,066	172,933	220,788	219,160	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	170,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	241,840	221,570	220,209	265,154	2,050.322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,709	374,024	377,961	375,534	361,910	247,023	2,924,543
1866	226,059	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,830	264,741	3,594,975
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	38,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	27,830	689,393
1866	45,102	35,005	39,301	43,332	86,913	102,918	85,276	60,698	84,462	100,313	75,248	54,463	814,026
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,282	73,525	126,495	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,324,800	7	"	" "	1877	
2d Mortgage, " "	913,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n.	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1939	
Mortgage Coupon " 1853.	1,852,000	6	April & Oct.	Baltimore.	1885	97¼
" " " 1850.	628,500	6	Jan. & July.	"	1880	99½
" " " 1855.	1,024,750	6	Jan. & July.	"	1875	100
" " " 1834.	915,380	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	98
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½
2d Mortgage Coupons	250,000	7	" "	New York.	1870	95½
Sinking Fund	336,000	6	" "	Boston.	1889	91½
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage coupon	330,000	7	May & Nov.	" "	1872	85
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	100
" " $800,000	338,040	6	"	"	1870	95½
" " $675,000	675,000	6	"	"	1875	91½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	86
" " $2,500,000	867,000	6	May & Nov.	"	1889	86
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	68½
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	103
2d Mortgage	600,000	7	May & Nov.	" "	1875	100½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	82
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,336,000	6	Jan. & July.	New York.	1896	94½
Convertible bonds	1,500,000	7	" "	"	1883	100
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	98
1st Mortgage pref. S. F.	483,000	7	May & Nov	"	1877	102½
Income Bonds	1,700,000	7	April & Oct.	"	1883	91½
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	88
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	51½
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
Income bonds	47,000	8	May & Nov.	" "	var.	
1st Mort (C., R. I. & Pa.)	6,699 000	7	Jan. & July.	" "	1896	91½
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	95
General 1st Mortgage	3,600,000	7	" "	" "	1885	85½
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	91
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	82
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	94½
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	98
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	88½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	650,000	7	Feb. & Aug.	New York.	1873	93
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Dividend Mortgage	1 000,000	7			1880	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	95
3d Mort. (M. L.) or 2d Extension	1,619,500	7	" "	" "	1875	87
4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	" "	1892	75
Dividend bonds	13,314					
Income bonds	3,500					
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	93½
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	103
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	90
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Income	348,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	79
Construction bonds, 2d Div'n	666,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96½
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	'66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,899,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Income Bonds	3,500					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Five per cent bonds	570,000	5	April & Oct.	"		62
Erie and North-East:						
Exchanged for Buff. and St. L.	142,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						82½
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. var.," that the bonds fall due at different periods

Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	101
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	102½
1st Mortgage whole line	2,500,000	7	" "	" "	1888	
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	73½
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	'73-'78	81½
Land Security	3,344,600	7	April & Oct	" "	1881	82½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	97
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	104
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	99½
Convertible	1,002,000	7	" "	" "	1867	100½
Illinois Central:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1868	
Construction	6,668,500	7	April & Oct.	London.	1875	
Construction	2,523,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	358,500	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	100
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	300,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	'67-'77	
Lebanon Branch 1st Mortgage	1,000	7			1866	
Memphis Branch 1st Mortgage	281,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,137,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	86
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati:						
1st Mortgage Bonds	2,368,285	7	Feb. & Aug.	New York.	1891	83½
1st Mortgage Sterling	1,000,000	7	" "	" "	1891	
2d Mortgage						62
Scioto & Hocking Val. R. mort.	300,000	7	May & Nov	New York.	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	$910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	1,340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price.
Memphis and Charleston						
State [Tenn.] Loan	$1,591,990	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	109
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	109
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	651,000	7	Feb. & Aug.	" "	1868	99½
Detroit and Toledo	924,000	7	" "	" "	1876	88
1st General Mortgage (S. F.)	4,863,000	7	May & Nov.	" "	1885	100
2d General Mortgage	2,593,000	7	" "	" "	1877	92
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	86½
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	78
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	96
Minnesota and Pacific:						
Real Estate	1,206,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,007,363	7	May & Nov	New York.		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	99
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		85½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Chat. and Clev. Subsc. (endors.)	231,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,235,000	6				
N Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	98
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	855,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July	New York.	1886	
2d Mortgage Bonus	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,458,439	6	May & Nov.	New York.	1883	97½
Db'ts of former Co's outst'ding	100,000					
Funding [S. F.] Bonds	1,398,000	7	Feb. & Aug.	" "	1876	
Exchanged St'ks [S. F.] B'ds	606,000	6	May & Nov.	" "	1883	
" " ["]B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	139,815	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	460,000	7	Feb. & Aug.	" "	1876	
Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	" "	1887	118
New York and Erie:						95
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	107
3d Mortgage	6,000,000	7	" "	" "	1883	101½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	98
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	" "	1891	90
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Consolidated	1,000,000	7	Feb. & Aug.	" "		100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	
New York and New Haven:						97½
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	93½
N. York, Providence and Boston:						
1st Mortgage	500,000		Feb. Aug.	New York.	'73-'78	

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	
2d Mortgage	145,000	7	" "	"	1868	
Pref. Stock (sec'd 2d mort.b'ds)	165,000	8	May & Nov.	"	1873	
Northern Central:						
Md. State Loan (irredeemable).	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.		
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85
North. Cen., 3d Mort.($2,500,000)	724,500	6	April & Oct	"	1900	78½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	87
Chattel Mortgage	360,000	10	" "		1887	114½
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	
Bonds for Dividend Scrip	59,000	7	" "	New York.	'64-'74	
Steamboat Bonds	96,000	7	Feb & Aug.	"	'63-'70	
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	88½
1st Mortgage—Western "	850,000	7	" "	" "	1872	
2d Mortgage—Western "	750,000	7	" "	" "	1874	
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	
2d Extension	570,500	8	May & Nov.	" "	1873	58
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	96
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	
Pacific (Mo.):						
Construction Main Line	1,500,000	7	" "	New York.		96½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	
Peninsula:						
1st Mortgage.	1,075,000	7	March & Sept.	New York.	1898	75½
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99⅝
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston.	'74-'75	
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	
Peters'b'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	
Phila., Germant'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie).	1,000,000	7	April & Oct.	Philadelphia.	1877	
1st Mortgage (general)	5,000,000	6	" "	"	1881	92
2d Mortgage	3,000,000	7	" "	"	1885	
3d Mortgage	4,000,000	6	" "	"	1901	
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	
" 1849, "	2,695,600	6	April & Oct.	"	1870	94⅝
" 1861, "	106,000	6	Jan. & July.	"	1871	91
" 1843, "	1,525,800	6	" "	"	1880	92
" 1844, "	804,000	6	" "	"	1880	92
" 1848, "	101,000	6	" "	"	1880	92
1849, "	67,000	6	" "	"	1880	96½
1857, (convertible)	415,500	6	" "	"	1886	97
1856, "	60,000	7	" "	"	1886	
Phila., Wilmington and Baltimore:						
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia.	1884	95
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	97½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	87
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1876	
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York	1890	
Raleigh and Gaston:						
Coupon	100,000				1862	
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888	
2d Mortgage	250,000	7	" "	" "	1888	
Equipment Bonds	208,000	7	" "	" "	1876	
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,000	6			1880	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	
Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
Mortgage (Registered)	504,000	7	" "	"	1873	
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144
2d Mortgage	937,500	7	" "	"	1863	52
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.		1900	74½
3d Mortgage	148,000	7			1875	
Six per cents	73,972	6			1878	
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Seaboard and Roanoke:						
1st Mortgage	210,000	7			1880	
3d Mortgage	71,000	7			1870	
Registered Convertible	128,893	7			1873	
South Carolina:						
State Loan	187,000	6			1868	
Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Sterl. 8kg t'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	
Southern Mississippi:						
1st Mortgage	500,000					
South-Western (Ga.):						
1st Mortgage	437,000			Macon.	'75-'85	
Steuben'y and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	97
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	80
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Toledo, Peoria & Warsaw:						
1st Mortgage	1,800,000	7	June & Dec	New York.	1894	82½
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89
1st M. (I. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	1,000,000	7	April & Oct.	" "	1871	86½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	69
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110⅝
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	34
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	91
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	
Mortgage, (coupons)	983,000	6	" "	New York.	1884	
State Loan 1859-'60	210,000	6		Richmond		
Coupon bonds of 1865	33,000	8		"	1876	
Funding Interest bonds	83,125	8		"	'70-'77	
Dividend bonds	122,613	6		"	'55-'75	
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
2d Mortgage	23,500	6	" "	" "	1878	
3d or Income Mortgage	314,500	6	" "	" "	1865	
Enlarged Mortgage	698,800	6	" "	" "	1884	
Warren (N. J.):						
1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
Warwick Valley, N. Y.:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	
Dollar Bonds	936,500	6	" "	Boston.	1875	96⅝
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	87½
2d Mortgage	772,000	7		Philadelphia.	1896	
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	74
1st Mortgage guaranteed	200,000	6	" "	"	1890	90
Western Pacific:						
1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	
2d Mortgage	200,000	7	May & Nov.	" "	1873	
Income Bonds	163,000	7	March & Sept.		1864	
Wilmington and Weldon:						
Sterling Bonds	576,887	6		London.	1881	
" "	197,777	7		"	1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance. Total, Incl. all other assets and liabilities.	Road operated, Incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.			p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	-----	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	-------	101,102	37,806	—	----
28 Feb. '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	-------	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	-------	207,626	111,232	—	----
30 Jun. '59	57.0	—	—	171.3	---	---	-----	*Mobile and Girard*	1,500,000	*	—	—	—	—	—	57.0	236,791	76,773	21,006	—	----
31 Dec. '65	469.3	13.5	----	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,361,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	----
28 Feb. '67	88.5	28.4	----	—	21	12	123	Montgomery and West Point.	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,065,586	116.9	170,707	449,007	189,402	—	----
								ARKANSAS.													
3 Nov. '58	38.5	—	----	107.5	---	---	-----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	-----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	-------	230,251	104,894	----	----
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	---------	---------	23.8	58,855	103,333	26,249	8	----
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	---------	---------	122.4	319,433	644,725	166,186	—	----
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,232	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	222,500	150 848	2,787,594	124.0	192,989	478,095	65,463	—	----
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	---------	62.0	159,074	419,469	135,922	10	----
28 Feb '66	50 0	—	2 6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	---------	---------	62.0	-------	67,143	loss.	—	----
30 Nov. '66	85.0	8.8	—	—	4	3	22	New Haven and Northampton	2 379,606	*	2 379,606	1,224,100	650,000	---------	1,874,100	30.0	60,067	79 856	loss	—	----
30 Nov. '66	100.0	—	----	—	14	16	150	New London Northern	658,805	*	—	895,000	353,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	122
30 Nov. '66	59.4	7.0	0.2	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	366,149	750,678	250,528	10	94
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	-------	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	-----	*Florida*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
30 Apr. '60	32.0	—	3.0	18.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	-------	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	---	---	---	-----	*Flo., Atlantic and Gulf Central*	----------	----------	—	----------	----------	----------	----------	----------	----------	----------	----------	—	----
-- -- '62	100.0	3.9	10.0	153 5	---	---	-----	*Pensacola and Georgia*	----------	----------	—	----------	----------	----------	----------	29.4	-------	----------	----------	—	----
								GEORGIA.													
30 Jun. '67	86.7	—	---	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	55,500	56,575	1,346,632	86.7	-------	391,477	68,880	3½	----
-- -- '62	92.6	—	8.7	70.9	---	---	-----	Atlantic and Gulf—M. Trunk	----------	----------	—	----------	----------	----------	----------	30.0	-------	----------	----------	—	----
31 Dec. '60	53.0	—	----	—	---	---	-----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	---------	---------	53.0	-------	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	-----	Brunswick and Florida	755,000	*	—	151,887	---------	---------	---------	31.0	-------	----------	----------	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	---------	---------	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	-----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	---------	8,123,343	232.0	-------	1,159,188	528,043	8	----
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	---------	12,295	1,658,976	102.5	226,241	404,618	212,676	19	----
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	---------	1,026,868	50.0	-------	202,714	110,516	8	----
1 May, '58	68.1	—	----	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	-------	----------	----------	—	----
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,305	3,203.900	437,000	146,067	3,855 7.1	228.8	306,335	1,006,553	337,351	9	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	-------	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '66	230.0	—	----	—	67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280.0	1,934,118	3,695,153	1,484,616	8½	125
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10.399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	1 1
31 May, '67	491.0	661 4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28 021,621	16,251,000	1,123,476	45,864,322	1,162	-------	10,161,735	2,226,967	—	46½
31 Mar. '67	181.8	181.5	-----	42.1	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409 3	1,621,307	3,074,034	1,413,994	10	94
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	---------	4,214,542	180.0	-------	742,097	377,476	—	----
31 Dec. '66	454.8	252.5	-----	—	150	83	3,546	*Illinois Central*	20,954,453	*	10.523,328	23,415,780	12,144,000	---------	41,478,280	708.3	3,603,862	6,546,741	2,175,447	10	1 1½
31 Dec. '66	111.0	—	----	112	17	7	309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,335,939	1,600 000	121,658	5,269,683	111.0	288,524	561,663	171,967	—	----
31 Dec. '65	195.0	14	12.2	—	46	30	1,092	St. Louis, Alton & Terre Haute	10,700 000	---------	—	4,000,000	6,700,000	—	10,700,000	209.0	-------	2,240,744	488,558	—	50
								INDIANA.													
— — —	224.0	—	----	—	41	23	765	Chicago and Great Eastern	----------	----------	----------	4,390,000	5,600,000	----------	----------	224.0	-------	----------	----------	—	15
31 Aug. '65	132 0	—	----	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	-------	442,893	158,541	—	----
31 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	-------	448,858	230,834	9	76½
31 Dec. '64	84.0	—	----	—	15	---	-----	Ind., Pittsburg and Cleveland	2,735,556	*	240,222	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,234	1,015,907	621,000	---------	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	---------	1,538,763	132 0	-------	315,172	117,941	6	100
— — '58	288.0	—	----	—	---	---	-----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	-------	645,827	371,40	—	86½
30 Nov. '66	73.0	—	----	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	----	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451.713	75.5	125,325	466,745	181,417	—	----
31 Dec. '66	142.5	—	----	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,180	3,662,123	960,000	653,985	5,429,203	156 5	319,880	805,271	237,861	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,429	570,000	---------	---------	38.5	11 mo's.	458,821	21,356	—	----
30 Jun. '65	135.0	95.0	----	312.0	---	---	-----	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	-------	----------	----------	—	----
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	-----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	-------	426,408	227,534	—	----
30 Jun. '67	29.0	—	3.4	—	14	13	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	----
30 Jun. '67	65.1	—	5.4	—				} Louisville and Frankfort	1,405,910	126,735	54,2	1,109,594	294,519	7,430	1,536,*23	65.1				6	----
30 Jun. '66	185.0	149.0	26.9	47.5	65	42	679	Louisville and Nashville	10,062,764	*	2,691,582	5,490,100	3,125,491	453,051	12,754,346	334 0	959,947	3,143,189	1,592,955	8	----
								LOUISIANA.													
31 Dec. '66	80.0	—	----	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,604,768	8,628.793	80.0	105,960	414,741	200,220	—	----
30 Nov. '66	206.0	—	----	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,633	206.0	-------	1,533,042	386,268	—	----
31 Aug '60	53.7	—	----	135.3	---	---	-----	*Vicksburgh, Shreveport & Texas*	1,662,691	-	—	1.253,015	248,969	108.434	1,710,819	53.7	-------	----------	----------	—	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	---	---	-----	Chic, Detroit & Can.G.T.Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	----------	----------	—	----
30 Jun. '62	188.0	—	----	—	---	---	-----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	---------	9,008,369	188.6	-------	340,398	----------	—	----
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8 070,666	7,268,989	234,438	16,017,513	329.3	1,902,098	4,325,490	1,498,713	10	109½
31 Mar. '67	246.0	277.8	-----	—	101	74	1,434	Mich. S'th'n & N'th'n Indiana	15,625,531	2,669,517	1,745,795	10,601,200	9,135,940	736,951	20,473,991	523.8	2,386,153	4,673,193	1,609,387	—	80½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----------	1,550,000	---------	---------	---	---	---	---	—	----
31 Dec. '62	—	—	—	190.0	—	—	—	*Soutner'n Minnesota*	—	—	—	----------	575,000	---------	---------	---	---	---	---	—	----
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	—	—	—	----------	600,000	---------	---------	---	---	---	---	—	----
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	—	—	—	----------	800,000	---------	---------	---	---	---	---	—	----
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236,0	-------	584,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	-------	176,462	116,433	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	-----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	---------	---------	83.2	-------	250,047	121,659	—	----
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	---------	---------	206.8	579,324	1,047,567	420,026	—	50
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	-------	1,020,089	287,804	—	----
31 Dec. '62	152.0	—	3.6	-----	---	---	-----	*Platte County*	1,200,000	*	—	500,000	700,000	---------	---------	52.0	-------	----------	----------	—	----
28 Feb. '66	283.0	—	14.4	—	48	31	645	*Pacific*	13,685,014	1,504,015	439,157	3,581,599	9,200,000	1,150,743	15,628,186	283.0	831,433	1.794,356	400,826	—	----
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,306,000	1,280,000	2,000,000	---------	5,000,000	127.0	-------	----------	----------	—	----
28 Feb. '64	86.5	3.6	8 2	----	16	13	219	*St. Louis and Iron Mountain*	5,457,063	360,029	—	1,971,222	3,501,000	40 558	6,352,109	90.1	230,189	399,291	129	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in *"italics."*

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,873	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	140,597	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.3	227,394	529,325	230,825	6	101½
								MARYLAND.													
30 Sep. '64	279.6	7.2	.....	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,151,962	9,420,530	1,022,969	39,683,113	286.8	3,493,376	8,577,692	5,307,183	10	120½
30 Sep. '64	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,217,477	39.0	.....	864,481	258,462	10	127
31 Dec. '67	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,789,030	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,125	1,167,978	8	45½
								MASSACHUSETTS.													
30 Nov. '66	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	—	—	15½
30 Nov. '66	26.8	1.8	16.8	—	26	41	554	Boston and Lowell	2,465,434	183,345	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	999,992	176,288	8	123½
30 Nov. '66	74.3	3.8	50.4	—	38	80	744	Boston and Maine	3,982,547	446,557	581,266	4,076,974	—	—	5,010,730	164.3	775,464	1,575,826	498,499	10	136½
30 Nov. '66	47.0	7.0	45.0	—	30	53	290	Boston and Providence	3,152,600	207,400	557,051	3,360,000	15,000	—	3,917,052	61.8	441,186	1,190,784	384,644	10	143
30 Nov. '66	44.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	401,519	5,759,810	83.6	729,470	1,914,729	490,201	10	144½
30 Nov. '66	46.0	1.1	2.7	—	7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,926	—	11,050	1,093,608	47.1	86,510	202,097	68,027	8¼	60½
30 Nov. '66	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8	115
30 Nov. '66	44.1	50.4	33.1	—	38	82	579	Eastern	4,452,999	506,090	467,611	3,578,300	1,818,400	271,200	5,426,700	94.5	805,800	1,422,167	477,714	8	119½
30 Nov. '66	51.0	42.5	76.1	—	29	38	472	Fitchburg	3,199,851	350,149	456,729	3,540,000	—	—	4,006,729	38.5	477,106	1,107,444	347,247	7	120
30 Nov. '66	14.0	—	2.8	—	3	4	40	Fitchburg and Worcester	234,774	40,226	—	247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6	.....
30 Nov. '66	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	332,883	30,275	7,027	200,000	75,000	3,558	370,185	(Op	er. by B	oston &	Lowell)	6	.....
30 Nov. '66	14.5	—	17.4	—	11	18	219	Nashua and Lowell	558,919	96,684	114,623	600,000	—	25,600	773,226	41.5	215,731	441,304	90,995	8	125
30 Nov. '66	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,982	46,018	184,000	500,000	184,000	—	684,000	36.7	72,492	259,107	71,332	9	101½
30 Nov. '66	130.5	10.5	30.5	—	33	74	631	Old Colony and Newport	6,666,571	334,503	—	4,848,300	2,141,000	358,066	7,347,300	141.0	669,552	1,332,307	509,790	7	89
30 Nov. '66	13.6	—	7.0	—	1	3	—	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	13.6	50,880	114,107	31,164	6	80½
30 Nov. '66	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,798	121,286	1,750,000	—	127,680	1,877,680	44.4	295,180	701,147	149,899	8	124½
30 Nov. '66	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	660	471,171	(Op	er by B.	& L.Co.)	17,800	1	110½
30 Nov. '66	11.1	0.6	1.2	—	3	12	76	Taunton Branch	210,273	39,727	35,696	250,000	—	—	250,279	11.7	50,279	243,676	62,826	8	110½
30 Nov. '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	(Surrend	ered	to the C	ommon	wealth.)	—	.....
30 Nov. '66	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,584,321	77.3	158,121	435,965	140,643	3½	57
30 Nov. '66	156.1	17.3	144.4	—	88	72	1,380	Western (incl. Alb. & W.S. etc.)	10,087,212	880,115	5,223,176	6,710,800	5,945,020	—	17,190,503	156.1	1,660,062	3,932,017	1,406,791	10	143
30 Nov. '66	45.7	—	10.6	—	11	14	226	Worcester & Nashua (par 83⅓)	1,025,000	116,000	124,385	1,141,000	—	13,196	1,265,385	45.7	250,869	474,362	178,965	10¾	120
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,800,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '66	53.6	—	8.0	—	22	15	271	Cheshire	2,688.907	*	247,281	2,085,925	673,200	—	2,936,189	76.6	422,417	661,617	109,887	2½	.....
31 Mar. '66	84.5	—	.....	—	21	22	494	Concord (par $50)	1,800,000	*	171,775	1,500,000	—	—	1,671,775	121.4	527,354	867,957	151,863	8	67
31 Mar. '66	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	52,327	1,000,000	—	—	1,052,327	—	—	—	393,975	8	120
31 Mar. '66	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	—	52.7	.....	.....	129,939	—	.....
31 Mar. '67	69.2	13.0	12.5	—	24	15	492	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	140,453	3,674,262	82.2	352,540	681,301	242,997	8	110½
								NEW JERSEY.													
31 Dec. '66	64.2	11.0	8.1	—	.....	.....	.....	Belvidere Delaware	3,456,709	*	—	996,647	2,245,000	346,140	3,587,787	77.5	.....	556,742	128,939	—	.....
31 Dec. '66	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	*	4,381,251	7,987,412	10,073,137	—	18,060,549	124 2	.....	5,607,662	1,444,705	15	125
31 Dec. '66	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,931,434	*	—	1,001,993	1,034,776	107,432	2,244,201	60.2	.....	393,975	129,869	—	94
31 Dec. '66	74.0	12.0	74.0	—	55	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,500,000	250,490	15,711,102	102.0	1,234,815	3,581,244	1,617,268	10	120½
31 Dec. '66	53.0	—	—	45.5	24	43	274	Morris and Essex	6,973,931	2,181 111	208,699	3,500,000	5,516,950	124,822	9,625,429	53.0	.....	1,020,078	304,869	7	70
31 Dec. '66	53.8	—	.....	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	5,000,000	855,000	—	6,512,449	33.8	638,632	1,770,862	789,015	10	140½
31 Dec. '66	21.3	—	.....	—	2	6	17	Northern New Jersey	487,803	*	.....	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	.....
31 Dec. '66	65.0	16.0	.....	—	.....	.....	.....	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,562,800	920,447	4,983,947	81.0	—	335,651	oss.	—	65
31 Dec '66	18 2	—	.....	—	.....	.....	.....	Warren	2,000,000	—	59,050	1,547,650	511.400	—	2,059,050	18.2	.....	451,297	154.045	7	91
31 Dec. '66	38.5	—	.....	47.	—	—	—	West Jersey	1,219,804	*	454,219	731.050	1,010,500	—	1,741,550	54.0	—	263,420	69,712	29	.....
								NEW YORK.													
30 Sep. '66	98.5	—	7.4	41.5	13	12	216	Albany & Susquehanna	4,285,593	343,098	—	1,675,138	2,114,000	19 643	4,628,691	98.5	191,672	385,199	180,002	—	.....
30 Sep. '66	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	*	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	13½	108½
30 Sep. '66	88.3	—	20.0	—	38	23	736	Buffalo and State Line	2,277,838	506,576	—	2,200,000	1,018,000	—	3,218,000	88.0	1,393,666	2,483,751	812,156	10	195
31 Dec. '66	460.0	97.0	3 3.0	—	371	180	5,825	Erie	49,122,686	*	5,165,188	25,101,121	22,429,922	5,085,864	54,287,874	784.0	7,109,139	14,596,413	2,238,704	4	71½
30 Sep. '66	144.0	—	128.3	—	83	161	827	Hudson River	13,374,854	2,168,971	—	6,962,971	7,227,460	1,167	15,543,825	150.0	1,720,519	4,545,526	1,795,099	9	128
30 Sep. '66	107.0	13.0	—	—	21	40	161	Long Island	2,593,162	401,312	—	1,852,715	932,000	—	2,994,474	120.0	366,430	590,225	352,650	6	61½
30 Sep. '66	297.8	258.1	432.8	—	276	292	5,309	New York Central	27,612,534	6,521,377	9,985,992	26,530,000	12,366,804	815,170	44,119,904	692.2	6,607,261	14,596,786	3,201,112	6	112½
30 Sep. '66	130.8	2.1	45.5	—	42	132	615	New York and Harlem	9,946,064	1,492,431	—	6,785,050	6,152,365	—	12,937,415	164.0	1,820,129	2,763,700	534,804	8	113½
30 Sep. '66	118.0	4.0	18.0	—	26	16	378	Ogdensburg & L. Champlain	3,875,893	942,441	—	3,077,000	1,494,900	—	8,818,331	122.0	451,196	851,783	284,606	—	66
30 Sept. '66	18.0	—	0.5	10.3	.....	.....	.....	Oswego and Rome	585,880	—	—	206,300	222,000	157,080	585,880	—	—	—	—	—	.....
30 Sep. '66	36.3	—	2.7	—	6	10	69	Oswego and Syracuse	921.827	135,910	—	482,400	386,000	19,876	1,057,737	36.3	90,280	252,178	89,372	8	.....
30 Sept. '66	25.2	—	5.5	—	29	50	559	Rensselaer and Saratoga	793,472	339,200	—	800,000	498,750	—	1,132,672	175.0	509,163	1,301,923	207,413	7	.....
30 Sept. '66	18.5	—	1.25	—	.....	.....	.....	Rochester & Genesee Valley	666,026	—	—	557,560	109,000	—	666,560	Incl	uded in	Erie.	53,959	—	.....
30 Sept. '66	141.1	48.5	20.7	—	36	27	423	Rome, Watert'n & Ogdensb'g.	3,439,989	563,315	—	2,385,500	1,575,794	55,988	4,003,304	189.6	555,492	1,066,366	364,663	10	95
30 Sept. '66	37.9	—	5.32	—	—	—	—	Saratoga and Hudson River	—	—	—	—	—	—	—	incl	uded in	Central.	—	—	.....
30 Sept. '66	21.0	—	1.6	—	.....	.....	.....	Saratoga and Schenectady	483,684	—	—	300,000	40,000	—	480,684	incl	uded in	Rens. &	Sara.	7	.....
30 Sep. '66	40.9	6.7	3.9	—	.....	.....	.....	Saratoga and Whitehall	930,207	—	—	500,000	400,000	—	930,207	"	"	"	"	7	.....
30 Sep. '66	13.0	—	0.3	—	3	6	6	Staten Island	307,004	45,576	600,000	650,000	200,000	95,000	955,000	13.0	48,168	283,524	118,403	10	.....
30 Sep. '66	81.0	—	8.1	—	12	10	124	Syracuse, Binghamton & N.Y.	2,957,620	—	—	1,200,000	1,635,470	53,132	2,957.620	81.0	299,025	510,917	174,456	—	.....
30 Sep. '66	34.9	—	9.2	—	13	13	224	Troy and Boston	1,842,759	330,799	—	607,111	1,497,000	375,886	2,479,997	112.0	408,408	641,486	211,173	—	.....
30 Sept. '66	34.9	—	2.6	51.3	5	7	56	Utica and Black River	871,348	65,234	—	811.000	—	—	936,581	34.9	33,548	141'888	78,832	7½	.....
30 Sept. '66	10.3	—	—	—	—	—	—	Warwick Valley	172,577	—	—	98,650	85,000	—	183,650	10.3	19,820	49,391	21,757	8	.....
								NORTH CAROLINA.													
31 May, '66	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,579	4,000,000	339,000	354,332	5,290,435	223.0	371,012	598,199	loss.	—	.....
— —	59	97.0	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493 366	1,147,018	1,201,000	671,934	3,773,539	171.9	.....	432,059	152,543	—	.....
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,383	1,463,775	674,664	823,488	3,560,528	171.0	.....	611,599	256,351	—	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	31½
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,201,537	343,700	10	80
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	.....
31 Dec. '66	135.4	55.8	.....	—	44	24	747	Cleveland, Columbus and Cinc.	4,070,000	790,000	1,911,246	6,000,000	450,000	239,888	6,771,246	191.2	1,055,592	1,933 700	521,906	8	97½
3 1 Oct. '66	95.5	—	33.5	1.0	37	32	1,017	Clev., Painesville & Ashtabula	3.882,070	986,337	—	5,000,000	1,500,000	—	6,500,000	95.5	583,062	2,568,834	962,041	10	150½
30 Nov. '66	101 0	102.5	—	—	68	36	1,268	Cleveland and Pittsburg	9 066,895	*	499,367	5,403,953	3,872,861	169,197	9,566,262	203.5	1,440,681	2,351,906	654,726	5	8½
31 May '67	109.2	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,188	133,692	8,673,764	188.6	1,223,525	2,492,215	1,107,377	14	132
30 Nov. '66	54.5	16.5	12 5	—	—	—	—	Columbus and Xenia	1,425,363	—	691,451	1,786,200	252,200	70,248	2,126,814	ope	r. with	Little	Miami.	9	.....
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	.....
30 Nov. '66	83.5	—	43.6	—	45	40	684	Little Miami	3,710,305	—	1,515,128	3,572,400	1,400,000	35,790	5,225,433	153.2	1,160,900	1,936,035	469,205	9	105
31 Dec. '66	173.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,985,354	595 400	391,992	3,382,163	1,218,972	109,313	4,372,748	205.9	346,371	694,520	134,081	—	23½
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,485	*	106,623	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	.....
31 Dec. '66	412.0	45.2	—	—	102	47	1,692	Toledo Wabash & Western	19,850,000	*	2,263,900	6,700,000	14,345,000	795,301	22,113,900	250.6	—	3,717,386	906,200	—	43

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n
Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	.....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,876 342	44.0	134.201	356,277	123,892	—	18
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	3,246	Atlantic and Great Western	56,357,560	*	83,348	29,564,405	29,9 2,900	1,156,819	60,721,124	507.0	2,041,771	4,833,430	1,476,030	—	—
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	*	—	3,350,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	*	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	252,281	8	83½
31 Oct. '66	113.0	—	70.0	—	87	17	5,740	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,370,500	717,222	15,376,322	204.5	1,909,776	2,738,496	714,825	20	112½
31 Oct. '66	36.0	1.7	6.0	—	10	8	96	East Pennsylvania	1,342,081	227,659	—	654,400	574,900	—	1,564,740	36.0	199,412	446,078	237,034	—	—
31 Oct. '66	78.0	—	16.0	—	18	—	620	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	517,531	loss.	5	29
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,438	160,700	25	—
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburg	1,842,920	554,628	225,000	664,300	1,248,704	435,296	2,622,648	98.6	313,902	618,566	235,153	—	—
31 Oct. '66	36.0	18.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,882,550	*	—	1,182,550	700,000	—	1,882,550	—	oper. by	Penn.	R.R.Co.	7	52½
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,459	41,340	104,900	1,809,565	500,000	109,000	2,409,565	32.0	47,227	55,692	2,972	—	—
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	79	Huntingdon and Broad Top	2,188,498	*	—	685,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	16
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,335,000	2,401,645	68,880	3,812,146	82.0	484,760	818,878	285,010	—	—
31 Oct. '66	71.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,790	—	9,408,200	1,477,000	—	12,994,252	128.5	1,078,411	3,718,680	2,260,027	20	55½
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,283	*	1,598,965	2,606,100	885,000	73,555	3,604,655	(ope	r. by Re	ading	R. R.)	2	27½
31 Oct. '66	138.0	—	64.1	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,775,600	—	—	3,775,600	(	"	"	")	8	58
31 Oct. '66	55.6	12.9	14.8	—	23	22	687	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,737	—	6,887,225	67.5	345,588	902,213	282,500	—	36½
31 Dec. '66	354.8	33.3	466.3	—	452	240	7,979	Pennsylvania	25,642,634	3,371,215	15,238,686	20,000,000	18,038 256	—	44,251,544	365.5	7,080,026	16,583,883	5,967,520	9	52
31 Oct. '66	17.0	3.0	19.3	—	19	42	119	Phila., German't'n & Norrist'n	1,139,079	268,489	409,986	1,491,850	159,800	—	1,817,554	24.2	274 879	605,346	247,446	9	65½
31 Dec. '66	287.5	—	63.3	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,683 700	13,000,000	600	18,084,300	287.5	1,424,110	2,541,052	454,077	—	28
30 Nov. '66	147.0	—	255 4	—	267	71	8,043	Philadelphia and Reading	19,898,403	3,765,774	2,399,368	22,742,867	6,719,562	—	32 577,548	474 8	4,361,336	10,902,319	6,016 531	10	59½
31 Oct. '66	26.5	—	30.0	—	—	—	—	Philadelphia and Trenton	1,369,284	—	272,223	1,099,120	200,000	—	1,641,507	26.5	195,478	849,446	316,754	15	122
31 Oct. '66	96.0	—	105.6	—	50	72	943	Phila., Wilmington and Balt.	10,469,300	*	—	9,019,300	1,450,000	—	10,469,300	197 0	880,326	2,470,958	1,067,687	10	83
31 Oct. '66	58.4	—	—	90.6	14	12	82	Pittsburg and Connellsville	2,432,068	229,768	229,792	1,776,129	1,500,000	73,108	3,349,237	70.9	324,068	529,109	245,966	—	—
31 Dec. '66	468.5	—	138.1	—	189	121	2,429	Pittsb'g, Ft. Wayne & Chicago	24,258,747	*	2,673,792	9,940,988	12,568,560	1,062,343	26,927,540	468.5	4,945,413	7,467,217	2,319,531	10	99½
31 Oct. '66	28.0	—	5.0	—	7	—	458	Shamokin Valley & Pottsville	1,569,450	—	—	869,450	700,000	—	1,569,450	28.0	149,05	348,158	130,392	4½	40
31 Oct. '66	26.1	—	4.0	—	8	13	38	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	962,600	113,865	1,760,501	35.4	144,402	357,550	143,650	—	—
31 Oct. '66	36.6	—	4.7	—	8	3	253	Tioga	826,367	247,245	22,301	549,400	316,000	26,292	1,095,913	36.6	120,064	264,123	123,812	25	46
								RHODE ISLAND.													
31 Aug.'65	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	*	—	1,755,281	500,000	—	---------	62.0	340,000	625,641	169,323	12	100
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	---------	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	---------	164.5	.....	341,190	125,871	.....	—
28 Feb. '67	102.0	—	.....	—	11	8	105	North-Eastern	2,149,131	*	51,078	898 950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	.....	—	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,821,475	242.0	.....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	.....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,307	47.6	.....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	.....	*	—	.....	2,141,970	.....	.....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,176,500	541,853	4,224 247	130.3	139,332	331,871	161,014	—	—
30 Jun. '66	271.6	19.4	20.0	—	52	41	349	Memphis and Charleston	5,966,205	844,284	448,922	5,312,725	2,585,990	1,462,314	11,093 891	291.0	406,051	1,274,307	624,142	—	—
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	—	—	—	—	—
1859.	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,089	3,01 ,107	99.2	—	357,252	173,729	—	—
1859.	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	---------	47.4	54,175	83,129	44,666	—	—
1859.	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	---------	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	---------	---------	159.0	---------	734.118	337,384	6	—
1859.	.....	—	.....	—	—	—	—	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860.	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	---------	45.8	57,950	127,953	87,243	—	—
1859.	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	---------	30.0	---------	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
— —	'58 32 0	—	.....	158.0	—	—	—	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
— —	'58 56 0	—	.....	184.0	—	—	—	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
— —	'60 50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	—	275-000	240,000	171,560	---------	50.0	31,300	32,670	.....	—	—
1 May	'60 70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	---------	70.0	102,200	282,846	196,568	—	—
— —	'59 25.0	—	.....	110.0	—	—	—	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May	'67 110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3 071,687	*	100,124	1,961,800	573,800	521,102	3,171,811	110.3	171,490	493,706	184,852	—	—
31 Aug.	'63 119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug.	'63 62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May,	'65 117.0	2.0	26 0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	.....	8,500,000	184.5	1,030,304	1,477,782	334,328	—	1
31 May,	'65 47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	.....	.....	2,250,000	ope	r. by Vt.	Central	180,000	8	97
30 Jun.	'65 23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	.....	.....	23.6	.....	90,278	34,263	—	—
30 Jun.	'63 59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug.	'59 41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep.	'59 77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	---------	113.7	703,034	136,302	43,062	—	—
30 Sep.	'59 79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,373	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep	'66 103.5	—	.....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	---------	103.5	—	666,703	127,035	—	17½
30 Sep.	'66 88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	.....	.....	—	2,063,655	2,923,000	380,780	---------	167.7	6 mos.	300,101	102,651	—	15½
30 Sep.	'66 123.3	10.1	.....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	153.4	.....	289,581	49,581	—	—
30 Sep.	'59 59 2	21.3	.....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,862	7½	—
30 Sep.	'66 140.5	1.5	11.2	—	26	16	269	Richmond and Danville	4,917,500	*	1,488,500	2,000.000	1,717,500	900,839	7,301,983	190.5	239,951	672,714	284,789	—	—
30 Sep.	'59 75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	---------	78.6	159,981	279,945	145,386	7	—
30 Sep.	'66 22.2	2.8	5.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,904	167,881	60,784	—	—
30 Sep.	'59 25.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,542	.....	.....	—	—
28 Feb	'67 80.0	—	.....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	220,528	—	—
30 Sep.	'66 178.2	—	21 3	7.0	30	15	176	Virginia Central	5,423,128	541,814	280,926	3,353,679	1,799,822	804,785	6,245,868	195.0	.....	487,440	120,136	—	—
30 Jun.	'66 204.7	9.4	10 6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,722	7,362,250	214.9	279,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec.	'66 196.0	79.0	.....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	5,229,000	—	18,508,374	275 0	956,727	2,538,800	934,103	—	46½
31 Dec.	'66 200.0	135.0	28.3	—	47	31	660	*Milw'kee ana Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	---------	235.0	.....	.....	.....	—	40
-----	-- -----	-----	-----	-----	-----	-----	-----	Western Union	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	—
								CANADA.													
31 Jan.	'63 161.0	—	.....	—	31	27	40	Buffalo and Lake Huron (1 y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	15
31 Dec.	'62 49.0	—	.....	—	16	17	214	Montreal and Champlain	2,482,98	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	63
30 Jun.	'63 1,096	137.0	.....	78.0	204	130	2,399	Grand Trunk	,,10,345	*	—	15,128,430	54,750,510	7,356,405	77,210,345	1,096	.....	4,368,610	1,154,855	—	—
31 July	'63 229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	.....	26,084,180	357.0	.....	3,011,860	1,649,510	1½	—
31 Dec.	'64 94.5	1.6	.....	—	18	20	337	Northern (O. S. & H.)	5,466,615	.....	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,132	—	—
								NEW BRUNSWICK.													
31 Oct.	'66 108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	55,777	—	—
July,	'61 60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	1,402,748	02,338	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132 456	36,070	—	—
								NOVA SCOTIA.													
Dec.	'62 61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	168,416	139,107	37,151	—	—
								NEW GRANADA.													
	8.		—	—	11	22	120	Panama	1,000,000	*		5,000,000			10,163,721	48.1	.....	1 937,438	1,338,924		205

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	61
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	----
Camden & Atlantic (preferred)	620,800	7	---	20½
Catawissa (preferred)	1,150,000	7	---	28
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,925	7	---	61½
Chicago & Alton (preferred)	2,425,400	7	7	127
Chicago & Northwestern (pref.)	14,789,125	7	7	65¾
Cochecho (preferred)	177,750	8	---	----
Ct. & Passumpsic Rivers, (pref.)	1,473,800	10	10	80½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	7	7	42
Erie (preferred)	8,536,910	7	7	78
Hannibal & St. Joseph (preferred)	5,253,856	7	---	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	---	----
Lackawanna & Bloomsburg (pref.)	500,000	7	---	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	18
" " (2d pref.)	4,051,744	7	3	15
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" " " (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	---	64½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	---	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,800,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	---	----
" " (preferred)	608,176	6	---	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	67
Toledo, Wabash & Western (pref.)	1,000,000	7	7	68
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	---	----
" " " (2d pref.)	908,425	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102½
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	91½
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18...	50
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	----------	---	----------	----	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,980	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	85½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	90
2d Mortgage	302,750	6	----------	----	89
Boat Loan	232,807	6	----------	----	90
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	80
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	92
2d Mortgage	3,980,670	6	J. & J.	1882	72½
Improvement	1,601,670	6	M. & N.	1876	76
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	60½
Preferred Interest b'ds.	227,509	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	19
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	83
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1878	85

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	---	95½
Chesapeake and Ohio	100	8,226,595	---	----
Delaware Division	100	1,633,350	---	55
Delaware and Hudson	100	10,000,000	10	147
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	---	----
Illinois and Michigan	---	---	---	----
Lehigh Navigation	50	6,968,146	10	38
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	36
" (preferred)	100	1,175,000	10	87½
North Branch	100	----------	---	----
Sault Ste Marie	100	----------	---	----
Schuylkill Navigation (consolid.)	50	1,908,207	---	15
" " (preferred)	50	2,888,988	---	27½
Susquehanna and Tide Water	50	2,048,260	---	15
Union	---	----------	---	2½
Union (preferred)	50	2,787,000	---	4½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton. 41	— @ 45 —
Pig, American, No. 1	44	— @ — —
Pig, American, No. 2	40	— @ — —
Bar, Refined, English and American	85	— @ 90 —
Bar, Swedes, assorted sizes	(gold). 92 50	@105 —
	Store Prices.	
Bar, Swedes, ordinary sizes	155	— @ — —
Bar, English and American, Refined	105	— @110 —
Bar, English and American, Common	95	— @100 —
Scroll	132 50	@180 —
Ovals and Half-round	130	— @140 —
Sand	132 50	@ — —
Horse Shoe	127 50	@ — —
Rods, ⅜ @ 3-16 inch	110	— @165 —
Hoop	137 50	@190 —
Nail Rod	per lb.	— 9 @ — 10½
Sheet, Russia, Med. No.'s		— 17½ @ — 18½
Sheet, Single, D. and T. Common		— 6 @ — 7½
Rails, English	(gold). per ton.	52 50 @ 53 —
Rails, American (at works)		79 — @ 82 50

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast...(2d and 1st qlty.)	per lb.	— 18 @ — 23
English Spring.(2d and 1st qlty.)		— 10½ @ — 12½
English Blister.(2d and 1st qlty.)		— 11 @ — 20
English Machinery		— 13½ @ — 16
English German. (2d and 1st qlty.)		— 14 @ — 16
American Blister, "Black Diamond"		— 11½ @ — 17
American, Cast, Tool, do.		— 21 @ — 23
American, Spring, do.		— 12 @ — 15
American Machinery, do.		— — @ — 14
American German do.		— 11 @ — 14

COPPER.—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New	per lb.	— 33 @ — —
Bolts		— 35 @ — —
Braziers'		— 35 @ — —
Sheathing, &c., Old		— 22 @ — 23
Sheathing, Yellow Metal		— 26 @ — —
Bolts, Yellow Metal		— — @ — 29
American Ingot		— 24 @ — 24½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena	per 100 lb.	— — @ 9 50
Spanish	(gold)	6 50 @ 6 55
German Refined	(gold)	6 50 @ 6 55
English	(gold)	6 50 @ 6 87½
Bar	(net)	10 50 @ — —
Pipe and Sheet	(net)	12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 27
Straits	(gold).	— — @ — 23
English	(gold).	— 23½ @ — 24

	Gold.	Currency.
Plates, I.C.Charcoal.p.box.	9 — @ 9 25	13 — @ 13 50
Plates, I. C. Coke	7 37½ @ 8 —	10 62½ @ 12 —
Plates, Coke Terne	6 75 @ 7 9	75 — @ 10 —
Plates, Charcoal Terne	8 75 @ 9 —	12 75 @ 13 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)	per gall.	— 15 @ — —
Crude, 40 @ 47 gravity (in shipping order)		— 20 @ — 21
Refined, free, S. W.		— — @ — 51
Refined, in bond, prime L. S. to W. (110 @ 115 test)		— 31 @ — 32
Refined, in bond, Standard White		— — @ — 34½
Refined, in bond, prime White		— 35 @ — 35½
Naptha, Refined, (60 @ 63 gravity)		— 26 @ — 27
Residuum	per bbl.	3 — @ 3 62½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 16.

	Th. 10.	F. 11	Sat. 12.	M. 14.	Tu. 15	W. 16
Atlantic M. S. S. Co	114¾	----	116¼	117	116¾	117½
California 7s	----	----	----	----	----	----
Canton Co.	45¾	----	----	45¾	45¼	44½
Chicago & Alton	125	----	125	----	----	----
" " pref.	----	----	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	91½	----	----	----	----	----
Chicago, Burl. & Q.	----	----	137	137	----	137
" " " 8 p.c.	----	----	111	----	----	----
Chic. & Northwest'n	43	43¼	44¼	47¾	45¾	46
" " pref.	66¾	67¼	67¾	69¼	68¾	67¾
" " 1st M.	85½	85	85	----	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " Consol.	----	----	----	----	----	----
Chicago & Rock Isl.	102¾	97x	97¾	99¼	98¼	98½
" '1st M.'70	----	----	----	----	----	----
Chi., R. I. & Pa. 7s, 1896	91	91½	----	----	91½	----
Clev., Col. and Cin.	98½	----	----	98	98	----
Clev. and Pittsburg	82	83½	83¼	86½	85¾	84½
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	130½	131½	132	133½	132	132
" " S. F. 7 p.c.	----	----	103	----	----	----
Cumberland Coal, pref	30	----	----	----	----	----
Del. & Hudson Canal	148	147	----	147	----	----
Del., Lack. & West.	----	----	112¼	113	112¾	----
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" "2M. 8p.c. '81	----	----	----	97	----	----
Erie	69	69¾	72	75¾	74	72½
" pref.	78	78¼	80	80	----	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	----	----	----	----	----	----
" 4 M. 7 p.c. '80	90	----	----	----	----	----
" 5 M. 7 p.c. '88	----	90	----	----	----	----
Hudson River	128	127	128	129¾	128½	128
" 1M. 7 p.c. '69.	101	----	----	----	104	----
" 2M. S. F.	----	----	104	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
Illinois Central	122½	122½	----	----	----	122½
" bonds	----	118	----	----	----	118
Marietta & Cin. 1st pref.	----	----	----	18	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	9	----	9	----	----	----
" " pref.	17	----	----	17½	17	----
" " 1st mort.	----	----	----	----	----	----
Michigan Central	109¾	----	109¾	109¾	109¼	----
" S F. 8 p.c. '82	----	----	----	----	109	----
" conv. 8 p.c. '69	----	----	----	----	----	----
M. S. and N. I.	83¾	83¾	84¼	83	83	82½
" " guar'd	----	----	----	----	----	----
" " 1M. S. F.	100	----	100	100	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St. Paul	46½	46	46¼	47	44¾	----
" " pref.	67¾	67½	67¾	68	66	66
" " 1st mort.	86½	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
Missouri 6s	104¾	104½	104⅝	105	105	105
" iss. to H. & St. J. R.	82	82	----	----	----	82½
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" 1st mort.	99	----	----	99	99	----
" 2d mort	----	----	----	----	----	----
New York Central	113¾	114¾	115	115¼	113¾	113¾
" 7s. S. F. '76	----	----	----	----	101¼	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S. F. '83	----	94½	94¾	----	95	----
" 6s, S. F. '87	----	94	94½	----	95	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	103	----	----	----	----	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
N. Y. and N. Haven	----	----	----	----	----	----
North Carolina 6s	----	----	----	----	----	----
" ex-coupon.	52½	----	----	52¼	----	51½
" new	52½	53	----	----	----	51½
Ohio & Miss. cer.	26½	26½	25	27½	26¾	26½
" " pref.	'53	73¾	----	----	----	----
Pacific Mail S.S. Co.	141½	142½	143	144½	144¾	146½
Panama	----	----	----	----	----	----
Phila. and Reading	101½	101¾	102	102½	102¾	101¼
Pitts. Ft. W. & Chicago	100½	100½	100½	101¼	101	100¾
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " 3M. 86	87	----	----	----	----	----
Quicksilver Mining Co.	25	----	25	24½	24	----
St. L., Alton & T. H.	----	----	----	----	----	50
" " pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	83½	----	----	----	83½
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	----	----	----
" ex-coupon.	64½	64½	64½	63½	63¾	----
" new	63½	64	63	62½	61½	60
Tol. Wab. & Western	43¾	----	----	44½	43½	----
" Pref.	----	----	----	----	----	----
" 1M. ex.	90	----	----	----	----	90
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----
ex-coupon	----	----	----	----	----	----
new	46	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	116	----	----	----	----	
U. S. 5s, 1871, coup.	118	----	----	----	----	
U. S. 5s, 1874, reg.	----	----	111½	----	----	
U. S. 5s, 1874, coup.	111	108¾	----	----	----	
U. S. 5s, 1865, coup.	----	----	----	----	----	
U. S. 5s, 10-40s., coup.	100½	100½	100¾	100¾	100¾	100½
U. S 5s, 10-40s, reg.	----	100¾	100¾	----	----	
U. S. 6s, 1881, reg.	----	111¾	111¾	----	111¾	
U. S. 6s, 1881, cou.	111¾	----	111¾	111¾	111¾	
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	
U. S. 6s, 1881, " 1y.	----	----	----	----	----	
U. S. 6s, 1867, reg.	----	----	114	----	----	
U. S. 6s, 1868, reg.	----	142	----	----	----	
U. S. 6s, 1868, coup.	----	----	----	----	----	
U. S. 6s, 5-20s, reg. '62	----	----	----	104	103¾	
U. S. 6s, 5-20s, c. '62	112	112	112¼	112	111¾	
U. S. 6s, 5-20s, reg. '64	----	104	----	----	----	
U. S. 6s, 5-20s, c. '64	108¾	109¼	109½	----	108¾	108¾
U. S. 6s, 5-20s, reg. '65	----	----	----	----	----	
U. S. 6s, 5-20s, c. '65	109	109¼	109¾	109	108¾	108¾
U. S. 6s, 5-20s, c. n.'65	107½	107½	107¼	106¾	108¾	106¾
U. S. 6s, 5-20s, c. n.'67	107	107½	----	107	106½	106¼
7.30 Notes, 2d series	105½	105⅞	105½	105½	104⅝	105
" " 3d series	105⅜	105⅝	105¼	105⅜	104⅝	104⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Catawissa	----	----	----	----	----	----
" preferred	28	28	28	----	----	----
Camden & Amboy	126½	126	----	125¾	----	125
" " 6s,'67	----	----	----	----	----	----
" " 6s,'70	95½	----	----	----	----	----
" " 6s,'75	----	----	----	----	----	----
" " 6s,'83	----	----	----	----	86	----
" " 6s,'89	----	----	----	----	----	----
" mort. 6s,'89	----	----	----	96½	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	39½	39½	35	38	38	----
" " 6s,'84	----	86	----	----	85½	----
Lehigh Valley R. R.	55	54¾	----	54	53½	52¾
" " 6s	----	95	----	----	----	----
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Minehill	----	----	----	----	----	52½
Morris Canal	35	----	----	----	36	----
" " pref.	----	----	----	----	87¾	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	87	87	87	----
" " 10s	----	----	----	----	----	----
Northern Central	43½	----	----	----	----	----
Pennsylvania R. R.	52⅜	52⅜	52½	52½	52	52
" 1st m.	99⅜	99½	99½	----	----	----
" 2d m.	93½	----	----	----	93½	----
Penn. State, 6s	----	----	----	----	----	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	----	----	----	102	102	102
Philadelphia City, 6s	98¼	98	98	98	98	98
" " new	102	102	101½	----	101¾	101¾
" " munc	----	----	----	----	----	----
Philad., Germ. & Nor.	----	----	----	----	63½	----
Phila. & Reading	51½	50½	50½	50½	51½	51½
" " 6s,'86	----	----	----	----	----	----
" " 6s,'70	----	----	94½	----	----	94½
Philadelphia & Erie	----	----	----	28	----	28
" " 6s. 92	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	93	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '82	----	----	----	72½	----	72½
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	15	----	----
" " 6s '78	----	60	60	----	60½	60½
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	46	----	----	----
Green & Coates, "	----	----	----	----	31½	----
2d and 3d streets, "	----	----	----	----	----	80
Spruce & Pine, "	----	----	----	28½	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

	W.9.	Th.10	F.11.	Sat.12	M 14.	Tu.15
Baltimore City 6s, 1875	101	----	----	----	----	----
" " 1886	----	----	----	----	----	97
" " 1870	----	----	----	----	----	----
" " 1890	98	97½	97½	----	97	97
" " 1893	----	95	95	----	94½	----
Balt. and Ohio	----	120	----	----	120½	----
" " b'ds, '62	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	97¼	----	----	----	97⅜
Northern Central	----	85	----	----	----	----
" " b'ds, 1885	----	----	85	----	----	85
" " " 1900	----	----	----	----	----	----
City Passenger R. R.	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Boston and Lowell	----	----	----	----	----	
Boston and Maine	----	136½	----	----	136½	
Boston and Providence	----	143	----	----	----	
Boston and Worcest.	----	144	----	----	144½	
Cheshire, pref.	61	----	----	----	61½	
Concord	----	----	----	----	----	
Connecticut River	----	----	----	----	----	
Eastern, Mass.	----	----	----	----	110½	
Eastern, N. H.	----	----	----	----	----	
Fitchburg	----	120	----	120	----	
Manchester & Lawr'ce	----	----	----	----	----	
Michigan Central	----	----	----	----	----	
Northern, N. H.	----	----	----	----	100½	
Old Colony & Newport	88½	88	88½	89	----	89
Ph., Wil. & Baltimore	53	53½	53½	----	53½	53
Portl'd, Saco & Ports.	101½	101½	----	----	101½	----
Vermont & Canada	97	----	97	----	----	----
Vermont & Mass.	----	----	----	----	----	----
Western	143	----	142½	143	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	----	89	----	----
Metropolitan "	56	56	56½	56	56	56
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	27½	----	----	----
Copper Falls "	28½	----	----	27¾	27½	27¾
Franklin "	----	17¾	17¾	17½	----	16
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	5	----	----	----	----	----
Pewabic "	14½	----	----	14⅜	14½	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	25	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 20th and 27th of Sept.:

	Closing Prices. Sept. 20	Sept. 27.
United States, 5-20s, 6 per cent 1882	72¾@ 73¼	72¾@ 73
Do. do. 6 do. 1884	70 @ 72	70 @ 72
Do. do. 6 do. 1885	70½@ 71½	70 @ 72
Do. do. 6 do. 1868	85 @ 90	85 @ 99
Do. 5 per cent., 1874	71 @ 73	71 @ 73
Virginia State, 5 per cent	45 @ 50	45 @ 50
Do. 6 per cent	32 @ 34	32 @ 34
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	45 @ 50	45 @ 50
Do. do., 2d mort., 1881	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877	45 @ 50	45 @ 50
Do. do., 2d mort., 1882	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890	22 @ 23	22 @ 23
Erie shares, $100 (all paid) 8 p. c.	41¼@ 41¾	40 @ 41
Do., convertible bonds, 6 p. c.	67 @ 69	67 @ 69
Do., 3d mort., 1883, 7 p. c.	65 @ 67	65 @ 67
Illinois Central, 6 p. c., 1875	89 @ 91	89 @ 91
Do., 7 p. c., 1875	85 @ 88	72 @ 75
Do., $100 shares (all paid)	76½@ 77	76¾@ 77¼
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72
Do., S. F. 1st mort., 8 p. c., 1882	67 @ 70	67 @ 70
New York Central $100 shares	65 @ 70	65 @ 70
Panama R. R. 2d mort., 1872, 7 p. c.	100 @102	100 @102
Penn. R.R. bonds, 2d mort. con. 6 p c.	92 @ 94	92 @ 94
Do. $50 shares	33 @ 38	33 @ 38
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	84 @ 86	84 @ 86
Do. with option to be paid in Phil.	84 @ 86	84 @ 86

American Railroad Journal.

Saturday, October 19, 1867.

Stock Exchange and Money Market.

Money was comparatively easy and in less urgent request up to Monday at the rates named in our last; during the last two days of the week, under review, however, the speculative demand became quite brisk, and call loans closed up sharply at 7 per cent. as the minimum rate of the street. The discount applications were quite extensive, likewise. Only the very best names met with favor at bank at 7½@9 per cent. per annum, scarcely anything passing as low as the legal rate. The cash balances of the Sub-Treasury are increasing again. They are now some six millions higher than they were a week ago. Part of this increase has been derived from regular sources of income, part of it also from further sales of coin on account of the Government. The Assistant Treasurer announces that the Department is prepared to accept Seven-thirty notes of the June or July issues in even exchange for the Five-twenties of 1867, or if preferred the Five-twenties of 1865, charging interest upon the bonds from July 1, to date of conversion, at 6 per cent. in currency, and allowing the accrued interest on the Seven-thirties. The city banks, in their last week exhibit, showed a decrease of $101,236 in loans and discounts, $738,663 in legal tenders, $19,540 in circulation, $1,341,788 in net deposits, and an increase of $235,168 in specie. The specie reserve of the banks is now $9,603,771, against $5,576,092 same time last year. The city bank deposits are now $177,135,634, against $226,858,897 week ending Oct. 6, 1866. The legal tender reserve amounts to $56,114,922, against $83,180,422 same time last year. The circulation now stands at $34,006,041, against $30,176,908 same time last year. The loans are now $247,833,133, against $276,443,219 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged $97,922,045 a day, against a daily average of $95,031,270 the preceding week, and $100,114,785 the week ending with Sept. 21. The current week's exchanges average about $101,500,000 a day.

National Bank notes to the amount of $66,600 were issued last week, making the total issue to 1,671 banks thus far, $304,095,911, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $4,969,345, leaving, with the existing 1,648 banks, (having an aggregate capital of $422,913,861,) an actual circulation at this date, of $299,126,566. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $340,643,250; and for the public deposits, $33,318,450—making a total of $378,961,700. The Treasury Department last week redeemed and destroyed $407,800 of worn and mutilated fractional currency, and issued $606,974 of new.

The Philadelphia Bank movement the past week shows a decrease in loans, of $521,043; a decrease of $11,589 in specie; a decrease in legal tenders of $529,986; a decrease of $513,525 in deposits; and an increase of $475 in circulation. The Bank Clearings show a decrease of $2,217,912, and the balances, a decrease of $755,088.

The U. S. Sub-Treasury receipts, week ending with Oct. 12, were $18,251,349, including $2,219,156 from customs duties; payments, $14,805,539; balance at the close of the week, $109,200,019, against $105,754,210, at the close of the preceding week, showing an increase of $13,445,809. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $3,940,799 including $339,659 from customs; and payments, $3,421,326; on Tuesday, receipts, $3,395,424 including $450,000 from customs, and payments, $1,427,322. The balance at the close of business on Tuesday stood at $111,647,493, against $107,497,591 a week previous.

Government revenues have been on a restricted scale, since our last. The excises, last week, yielded $2,600,000, against $6,571,397 the preceding week; customs at the port of New York $2,219,156, and at the outports, about $650,000 (in coin) more, making the grand total income for the week equal about $6,976,000 in currency. The

total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were $265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about $67,000,000.

Government received $5,544,035 from customs, through the port of San Francisco, from Jan. 1, to Sept. 16, 1867.

Gold has been more abundant in the open market, and has fallen to 143. The latest sales on Wednesday were at 143⅜. The speculative call has been less confident. The demand for Custom House and mercantile purposes has been lighter. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been $2,627,800, against $8,253,183 same time last year. The customs demand for Gold last week, averaged $369,859 a day; thus far, this week, it has been equal to $432,000 a day, or equal to a weekly aggregate of $2,592,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $128,074, and from California, none. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been $99,039,480, against $109,638,636 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been $23,855,604, against $33,923,655 same time last year, showing a decrease this year, of $10,968,051. The exports of specie from this port, last week, were $473,478. The total outflow of specie from the port, since Jan. 1, 1867, has been $43,922,690, against $54,113,933 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $35,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, $43,368,924, against $31,905,489 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to Sept. 16, reached $30,139,284, against $32,473,036 same time last year, showing a decrease, in 1867, of $2,333,792.

A much more liberal supply of foreign exchange has been available to buyers, and sterling drafts have been quoted lower, on a less active market. Bankers' 60 day bills on London closed at 108⅞@109¼, and on Paris to 5.17½@5.16¼; sight bills on London to 109⅜@109¾; and on Paris to 5.15@5.13¾. The offerings of produce bills have been this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $3,134,082, making the total value of exports since Jan. 1, 1867, $142,909,242, against $150,544,644 same time in the preceding year.

Government securities have been expressed by forced sales, partly on speculative account, and prices have given way considerably. The lowest figures of the season were made on Tuesday. Wednesday witnessed a partial revival of the demand from investment sources, and there was a slight rally in values, the market closing somewhat buoyantly. U. S. sixes of 1881 closed here on Wednesday at 111¾@112; U. S. Five-twenties of 1862, 112@112⅛; U. S. Five-twenties of 1864 at 108¾@109; U. S. Five-twenties of 1865 at 109@109⅛; U. S. Five-twenties of 1865, consolidated, 106⅝@106¾; U. S. Five-twenties of 1867, 106⅜@106¾; U. S. Ten-forties at 100⅜@100½, and U. S. Seven-thirties at 105@105⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

December, 1864..118⅝	September, 1865..115¾
May, 1865 .....117¼	October, 1865 ....115⅜
August, 1865....116⅜	

Government is now retiring the October 1864 compounds, which matured on Tuesday, the 15th inst., partly by direct purchases, and partly by the exchange of the three per cent. certificates, recently authorized for this special purpose.

Much excitement was occasioned by the discovery of counterfeit thousand dollar notes of the June Seven Thirty series, some days since. Thus far some eighty of these notes have reached the Treasury Department, in the retiring process. The Department claims reclamation from the bankers, who sent them in for redemption, but who decline to comply with the demand.

The general Stock Market has been decidedly active, but variable in price, with rather wide fluctuations chiefly on Erie. The closing transactions on Wednesday indicated a feverish and irregular market.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 1.	Oct. 9.	Oct. 16.
Consols 94 7/16		94¼	93⅞
U. S. 5-20's of 1862....72½		71 11/16	71¼
Erie 42		43⅛	46¼
Ill. Central.....77½		77⅜	78

General business has been quite brisk, in a few branches, chiefly in the line of breadstuffs, prices of which have advanced, on an active export and speculative call. Provisions have been depressed in price. Cotton has been more freely offered and purchased opening at lower, and closing at firmer prices with middling grades on Wednesday at 19½@21½ cents per lb. as extremes. The stock of cotton now here is estimated at about 40,000 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales last year; estimated stock at close of year, 80,296 bales, against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 65,000 bales, against 59,000 bales same time last year; exports, same time, 13,500 bales, against 51,300 bales same time last year; stock on hand at latest dates, 82,500 bales, against 198,000 bales same date last year. Foreign merchandise has been less in moderate demand at irregular, and in instance of Dry Goods, generally depressed prices. The total imports of foreign dry goods, last week, were $1,665,307, and the total amount marketed $1,533,588. The value of foreign merchandise imported last week, was $2,256,193—making the grand total specie value of last week's imports of dry goods and merchandise, $4,191,500, and since Jan. 1, 1867, $198,228,013, against $234,801,422 same time in the preceding fiscal year. The ocean freight market has been quite active, since our last, and decidedly firmer with 571 vessels of all classes in port. For Liverpool we quote flour at 3s.@3s. 3d. per bbl.; grain at 11c.@11¾d. per bushel; cotton at ¼@⅜d. per lb.; and heavy goods at 30s.@40s. 6d. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Oct. 15, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	$2,285,710	$3,134,082
Prev. reported..... 148,258,934		139,775,160
Since January 1.....	$150,544,644	$142,909,242

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods	$1,995,336	$1,665,307
Gen. merchandise..... ..	1,938,818	2,526,193
Total for the week.....	$3,934,154	$4,191,500
Previously reported....230,867,268		194,036,513
Since January 1.....	$234,801,422	$198,228,013

The balance in the Sub-Treasury on Wednesday was $113,230,799 09.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Galena and Chicago 2d mort., 100; Long Dock bonds, 98; Ohio and Mississippi 1st mort., 88½; N. Y. State 6s, 1873, 100; do., 5s, 1875, 90; do., 7s, Bounty Loan, 107¼; Brooklyn 6s, W. L., 95½; Tennessee 5s, 60; Georgia 7s, 82½; Boston, Hartford and Erie, 15½; Sixth Avenue R. R., 125; Chicago and Great Eastern, 17; N. J. Central, 120½; Hannibal and St. Joseph, pref., 63; Adams' Express, 63; Am. Exp., 62; Wells-Fargo Express, 57; U.S. Express Co., 65½; Merchants' Union Exp., 22½; Boston Water Power Co., 17; Western Union Telegraph, 33¾; Central Coal, 41; Wilkesbarre Coal, 31; Pennsylvania Coal, 175; Ashburton Coal, 6; Metropolitan Bank, 132; St. Nicholas Bank, 104; Central National Bank, 106; Bank of Commerce, 117; Bank of America, 145; Fourth National Bank, 106; Bank State of New York, 113; Ocean Bank, 105; Bank of North America, 108; American Flag, 0.76; Benton Gold, 0.70; Consol. Gregory Gold, 5.75; Corydon, 0.79; Davidson Copper, 1.45; Edgehill Mining Co., 4.50; Gunnell Gold, 1.25; Harman G. & S., 9.70; La Crosse Gold, 0.50; Montana Gold, 0.15; New York and Eldorado, 3.40; N. Y. Gold, 0.75; Quartz Hill Gold, 1.40; Rocky Mt. Gold, 0.55; Smith and Parmalee, 3.80; Sensenderfer, 9.75; Seaver Gold, 11.35; Texas Gold, 0.05; Walkill Lead, 0.38; Bennehoff Run Oil, 4.00; Rynd Farm, 0.15; Buchanan Farm, 0.41; N. Y. and Allegheny, 3.00.

Philadelphia.—Penna. State 5s, 1868, 99¾; do., 1870, 97; do., 6s, 1st series, 103½; do., 2d series, 105¼; Allegheny County coupon 5s, 75½; New Jersey State 6s, 102½; Philadelphia and Trenton R. R., 122; Warren and Franklin 7s, 78; Long Island R. R. bonds, 92; Reading mort. 6s, 92; Fulton Coal, 4½; Ocean Oil, 3⅞; Girard Bank, 59¼; Farmers' and Mechanics' Bank, 142½; Commercial Bank, 58; Mechanics' Bank, 32. The latest quotations are: City 6s, 98@98¼; do., free of tax, 101⅝@101¾; State 5s, reg., 96½@97½; do., coupon, 94@95; do., 6s, W. L., 101½@102¼; Reading, 50¾@50⅞; do., 6s, 1870, 94@94¼; do., bonds, 91½@92½; Camden and Amboy, 125@125½; do., 6s, 1889, 96@96½; do., 1883, 86@87; Penn. R. R., 52@52¼; do., 1st mort., 99¾@100¼; do., 2d mort., 93½@94; Little

Schuylkill R. R., 25@30; Morris Canal, 35@39; do., pref., 90@91; do., bonds, 85@90; Wyoming Valley Canal, 40@45; do., 6s, 80@80½; Susquehanna Canal, 15@15½; do., 6s, 60@61; Sch. Nav., 14@16; do., pref., 27¼@28; do., 6s, 1882, 72½@73; Union Canal bonds, 15@20; Delaware Div. Canal, 54@55; do., bonds, 85@90; Elmira and Williamsport, 30@32; do., pref., 41@42; do., 7s, 1873, 93@94; do., 5s, 61@62; Lehigh Coal and Navigation, 38⅛@38½; do., bonds, 1884, 85@86; North Pennsylvania, 33@35; do., 6s, 87@88; Philadelphia and Erie, 27¾@28; do., 6s, 91½@91¾; Minehill, 58@58½; Catawissa, 8@11; do., pref., 27½@28⅝; Lehigh Valley, 52⅞@53; do., bonds, 93@95; Fifth and Sixth streets, (horse,) 40@42; Second and Third, 78@82; West Philadelphia, 66@68; Spruce and Pine, 27@27½; Green and Coates, 31@32½; Chestnut and Walnut, 46@46¼; Thirteenth and Fifteenth, 19@19½; Girard College, 27@29; Tenth and Eleventh, 64@64½; Union, 35@37½; Hestonville, 12⅝@12⅞.

Boston.—New York and Boston Air Line 6s, 55; Boston, Hartford and Erie R. R., 17; do., 7s, 64; Rutland 1st mort., 140; Old Colony and Newport 6s, 1875, 93¼; Eastern R. R. 6s, 1874, 96¼; Nashua and Lowell R. R., 125; Indianapolis and Cin. R. R., 38; Connecticut and Passumpsic Rivers R. R., 80¼; Ogdensburg and Lake Champlain R. R., 66; Sandusky, Dayton and Cincinnati R. R. pref., 33½; Cary Land Co., 7½; Boston Water Power Co., 19¼; Maine 6s, 1880, 98½; Connecticut 6s, 1881, 98; Cook Co., Ills., 7s, 94½; Boston 6s, 1876, currency, 101; Salem 6s, 1877, W. L., 99¼; Bangor 6s, 1874, 90¼; St. Louis 6s, 1875, 85; Chicago 7s, 1882, municipal, 97; Portland 6s, 1887, 91¾; Lynn 6s, 1887, 97; Chelsea Gas, 98; Cambridge Gas, 114½; State National Bank, 100; Merchants' National Bank, 108½; National Bank of North America, 104½; Maverick National Bank, 105; National Bank of Redemption, 111; North National Bank, 112⅞; Washington National Bank, 121⅛; Market National Bank, 105¾; Webster National Bank, 105⅜; City National Bank, 105; National Bank of Commerce, 115; Boston National Bank, 116; Traders' National Bank, 98¼; Massachusetts National Bank, 121; Union National Bank, 124; Atlantic National Bank, 118; Blackstone National Bank, 127; Second National Bank, Granite, 135; Shawmut National Bank, 120⅛; Tremont National Bank, 120⅛; Freeman's National Bank, 120; Continental National Bank, 110¼; Pawners' National Bank, 102; Everett National Bank, Bank, 104¾; Allouez Mining Co., 3¼; Bay State, 1½; Concord, 3¾; Hancock, 11½; Native, 87½c.; Star, 75c.

Baltimore.—Virginia 6s, old, reg., 40; Marietta and Cincinnati 1st mort., 83⅛; N. W. Va. 1st mort., 94½; Western Maryland R. R. bonds, guaranteed, 90; Union R. R. bonds, 90; York and Cumberland R. R. bonds, 1870, 95; Atlantic Coal, 0.70; Balt. and Cuba S. & M. Co., 46; Franklin Bank, 13½; Mechanics' Bank, 9⅝; Bank of Baltimore, 106; Union Bank, 58; Bank of Commerce, 27; Merchants' bank, 108; Com. and Farmers' Bank, 40½. The latest quotations are: Balt. and Ohio, 119½@120⅛; do., 6s, 1875, 99@100; do., 1880, 99@99½; do., 1885, 97⅛@97½; Northern Central, 42½@43½; do., bonds, 1885, 84¾@85¼; do., 1900, 78¼@—; N. W. Va., 17@18; do., 1st mort., 94½@95; do., 2d mort., 91½@93; do., 3d mort., 1873, 89¼@90½; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 83@83⅛; do., 2d mort., —@68¾; Central Ohio, 32@32½; do., 1st mort., 82@85; Western Md. 6s, 1890, 76@77; do., guar., 94@95; Maryland 6s, coupon, 1870, 100@101; do., Ins., 101@101¼; do., 1890, 100@100½; Baltimore 6s, 1870, 97@98½; do., 1873, 95@—; do., 1875, 95½@95½; do., 1886, 97@98; do., 1890, 96¾@97; do., coupon, 98@98; do., Park, 98¼@99; do., 1893, 94¼@95½; do., 5s, 1838-'70, 80@81; City Passenger R. R., 18@19; Canton Co., 44@—; Gardner, 1.20@1.60; Am. Gas Coal, 0.09@0.25; Maryland Anthracite Coal, 2@4½; George's Creek, 61@70; Santa Clara, 3@5; Balt. Chrome, —@0.19; Bare Hill, 0.30@0.40; Atlantic Coal, 0.65@0.80; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

North Carolina Railroad Co.

At the annual meeting of the stockholders of this company held at Goldsboro', N. C., on the 12th of July, 1867, a resolution was adopted authorizing the President and Directors to mortgage the franchise and real and personal property of the company for the sum of $1,500,000, for the purpose of raising money for paying off the present liabilities, and making such future improvements as may from time to time be required; and authorizing the president and directors to issue coupon bonds signed by the president, and under the seal of the corporation, to an amount not exceeding $800,000, in sums of $500 and $1,000 each, and payable in 5, 10, 15 and 20 years, bearing interest at the rate of 8 per cent. per annum, payable semi-annually at the office of this company, and that no further issue of bonds be made under said mortgage except with the consent, and by the express order and resolution of the stockholders. We give elsewhere an abstract of the report of this company for the fiscal year ending May 31, 1867.

☞ Subscriptions to the amount of $213,000 having been made to capital stock of the Woodstock Railroad, the stockholders have instructed the directors to put the road under contract at once, and proceed with its construction as rapidly as possible. The road will be 13 miles in length, extending from Woodstock, Vt., to White River Junction.

☞ The Savannah *Republican* says that the affairs of the Selma, Rome and Dalton Railroad Company are improving. It is promised that the road shall be completed to Rome, by the first of December, 1868, and as speedily thereafter to Dalton, as possible. This link will complete the most direct connection between New York and New Orleans.

☞ The Pit Hole, Reno and Oil Creek Railroad was sold at auction at Philadelphia on the 15th inst., for the benefit of the creditors of the late firm of Culver, Reno & Co. It cost originally $1,053,000 and was purchased by Hon. Galusha A. Grow, for New York parties, for $121,000.

☞ A survey has been made for an extension of the Great Falls and Conway Railroad to Wolfboro', N. H.

☞ The Kansas Pacific Railway was completed to Hayes City on the 11th inst.

New British Railway Law.

An act was passed on the day of prorogation of Parliament designed to protect the rolling stock of railways from creditors. Where judgment has been obtained an application may be made for the appointment of a receiver, and if necessary of a manager, on application by petition in a summary way to the Court of Chancery, and all money collected by the receiver, after due provision for the working expenses of the railway, and other expenses, to be applied and distributed under the direction of the Court in payment of the debts of the company. Where a company cannot pay their debts, the directors may prepare a "scheme," and apply to the Court of Chancery. The scheme is to act as a stay to legal proceedings, and on certain assents the Court may confirm said scheme, and it is to have the same force as if sanctioned by Parliament. Alterations have been made as to loan and share capital, and, as to the purchase of land, the surveyor to value the same is now to be appointed by the Board of Trade, and a valuation to include the amount of compensation for damage and injury.

Plastic Slate Roofing.

We invite attention to the Advertisement of the Plastic Slate Roofing Joint Stock Co., in another column. Plastic Slate is made of very finely pulverized Slate rock, mixed to a paste with raw coal-tar, and spread with a trowel. It solidifies by solar heat, and becomes real slate again without any change in its dimensions. It is not combustible at any time, is a bad conductor, and requires intense heat from other bodies to raise it to a red heat. It is being used in nearly every State of the Union for all kinds of buildings. A variety of specimens of this Slate are now on exhibition at the Fair of the American Institute.

☞ The earnings of the different Express Companies in 1867 and 1866, from Jan. 1 to Aug. 31, eight months, have been as follows:

	1867.	1866.
Wells-Fargo (7 months)...	$671,772	$595,782
Adams	2,329,558	2,595,133
United States.....	1,480,136	2,429,670
American	1,431,848	2,249,495
Merchants' Union.....	2,382,044	New.

☞ We learn that work on the Paterson and Newark Railroad, which has been suspended for several months, has been again resumed, the Board of Directors having obtained a cash subscription of over $300,000 from a firm in New York. Sealed proposals are called for the grading and masonry work of the road from Second River, in Belleville, to Paterson.

☞ The New Haven *Journal* says that the recent action of the Erie Railway Company ought to insure the continuation of the Boston, Hartford and Erie Railroad from Waterbury to Newburgh, and its connection with the Erie, thus opening a new route through Western Connecticut, and developing the resources of Litchfield county.

☞ The Augusta, Ga., *Constitutionalist* says that a meeting of the stockholders of the Port Royal Railroad was held in that city on the 8th inst., and that "there is every prospect of an early completion of this road. Northern capitalists have invested, and it is advisable that stockholders in the South, who are able, should retain there shares."

Railroad Earnings.—Weekly.

The earnings of the Chicago and Alton Railroad for the first week ending Oct. 31, 1867, were $98,194 00
Corresponding period previous year... 82,996 00

Increase..... $15,198 00

The earnings of the Western Union Railroad for the first week in Oct., 1867 ..... $27,322 95
Corresponding week previous year.... 20,503 96

Increase $6,818 99

The earnings of the Atlantic and Great Western Railway for the first week in Oct., 1867, were..... $103,764 00
Corresponding week previous year... 114,696 00

Decrease $10,932 00

The earnings of the Chicago and Northwestern Railroad for first week in Oct., 1867 .$356,749 70
Corresponding week previous year .. 265,033 25

Increase $91,716 45

The earnings of the Detroit and Milwaukee Railroad for the week ending October 10, 1867, were $47,508 00
Corresponding week of 1866..... 46,124 00

Increase..... $1,384 00

The earnings of the Chicago and Rock Island Railroad for the first week in Oct., 1867, were..... $144,600 00
Corresponding week of previous year. 118,191 00

Increase $26,409 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Oct. 1867, were..... $111,932 00
Corresponding week of 1866..... 105,550 00

Increase $6,382 00

The earnings of the Michigan Central Railroad for the 1st week in Oct., 1867, were.. $103,704 94
Corresponding week of previous year. 101,191 12

Increase $2,513 82

The earnings of the Marietta and Cincinnati Railroad the 1st week in Oct., 1867..$29,227 00
Corresponding week previous year.... 24,366 00

Increase $4,861 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 1st week in October, 1867, were $53,387 44
Corresponding week of previous year. 52,186 18

Increase $1,701 26

The earnings of the Toledo, Wabash and Western Railroad for the 1st week of Oct., 1867, were..... $88,776 38
Same week in 1866.. ..... 88,361 46

Increase..... $414 92

The earnings of the Milwaukee and St. Paul Railway for the 1st week in October, 1867, were..... $125,206 00
Corresponding week of previous year 116,907 00

Increase $8,299 00

The earnings of the Milwaukee and Prairie du Chein Railway for the 1st week in October, 1867, were..... $85,319 00
Corresponding week of previous year. 58,545 00

Increase $26,774 00

The earnings of the McGregor Western Railway for the 1st week in Oct., 1867, were... $19,075 00
Corresponding week of previous year. 8,698 00

Increase $10,377 00

The earnings of the Minnesota Central Railway for the 1st week in Oct., 1867, were... $12,456 00
Corresponding week of previous year. 9,729 00

Increase $2,727 00

Coal Product in Great Britain in 1866.

The following is a summary of the returns of coal produced in the various colliery districts of Great Britain and Ireland during the year 1866:

	Tons.	Collieries.
Durham & Northumberland	25,194,550	297
Cumberland	1,490,481	30
Yorkshire	9,714,700	447
Derbyshire	4,750,520	150
Nottinghamshire	1,600,560	25
Leicestershire	866,560	11
Warwickshire	775,000	15
Staffordshire and Worcestershire	12,298,580	512
Lancashire	12,320,500	346
Cheshire	895,500	39
Shropshire	1,220,700	63
Gloucestershire and Somersetshire	1,850,700	114
Monmouthshire	4,445,000	100
South Wales	9,376,443	512
North Wales	2,082,000	
Scotland	12,625,000	470
Ireland	123,750	39
Total produce of the United Kingdom	101,630,544	3,170

This gives an increase of 3,479,957 tons in 1866, over the production of the previous year, and Mr. Hunt justly remarks, that this regularly continued increase in the quantity of coals raised from the collieries of the United Kingdom is a remarkable feature of the year 1866. It must be remembered that the year was marked by great commercial disturbances, and that several kinds of manufacture, and that of iron especially, were suffering from a severe depression. Notwithstanding this, it has been ascertained that upwards of 101,000,000 tons of coals were produced.

The progress of our coal extraction during the last nine years will be seen by reference to the following table, in which the total output of the collieries during each year is estimated:

Year.	Tons.	Increase as compared with preceding year.
1858	65,008,649	.....
1859	61,969,765	6,971,115
1860	84,042,698	2,062,933
1861	83,635,214	.....
1862	81,638,338	.....
1863	88,292,515	6,654,177
1864	92,787,873	4,495,358
1865	98,150,587	5,127,145
1866	101,630,544	3,479,957

The exports during the nine years have been as follows:

Year.	Tons.	Year.	Tons.
1858	6,529,483	1863	8,275,212
1859	7,006,949	1864	8,809,908
1860	7,321,832	1865	9,189,021
1861	7,855,115	1866	9,916,244
1862	8,301,852		

The foreign demand for British coal has thus been greatly extending for the last nine years, notwithstanding the increase of supplies from Belgium, France (especially the department of the Pas-de-Calais), the Ruhr, and Sarrebruck basins, &c. But, great as has been the growth of the external demand for British coal, the advance in home consumption during the last nine years has been still more remarkable. Thus, deducting the exports from the total amount of coal extracted, we arrive at the following figures as representing our domestic supplies:

Year.	Tons.	Year.	Tons.
1858	58,479,166	1863	80,017,303
1859	64,971,816	1864	83,977,965
1860	76,720,866	1865	88,961,566
1861	75,780,099	1866	91,714,300
1862	73,336,486		

The home consumption would thus appear to have increased in the nine years to the extent of 56.83 per cent.—a result attributable, no doubt, to the development of steam power, and the progress of the population in numbers, wealth and comfort. In six years the progress of coal consumption in London alone has been as follows: 1861, total quantity brought within the limits of the coal duty radius 5,232,082 tons; 1862, 4,973,823 tons; 1863, 5,127,106 tons: 1864, 5,476,426 tons: 1865, 5,909,940 tons; and 1866, 6,020,182 tons.—*London Colliery Guardian.*

North Carolina Railroad.

The earnings of this road for the years ending May 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers	$280,183 52	$201,761 82
" freight	510,214 23	301,930 37
" mails	7,993 81	14,866 66
Totals	$798,391 56	$518,558 85

The earnings from all sources during the years named have been as follows:

	1866.	1867.
From transportation	$798,391 56	$518,558 85
" sale of old iron	45,038 17	46,936 02
" sale of supplies	41,841 17	13,838 82
" rent	3,740 42	5,865 70
" shop account	1,468 72	5,363 70
" minor sources	.....	7,635 91
Totals	$890,480 04	$598,199 00
Expenses, viz:		
Transportation exp	$185,554 81	$130,339 65
Maintenance of road	169,930 89	124,408 23
Maintenance of cars & machinery	182,957 59	122,391 55
Salary account	39,782 91	30,280 95
Loss and damage	19,309 37	28,421 00
Supply account	75,604 94	21,735 40
Rent of cars & engines	7,931 58	6,576 82
Tax account	7,604 89	9 811 38
Interest account	32,440 30	54,573 78
Maintenance of build'gs	25.048 24	28,668 76
Maintenance of bridges	35,093 63	23,774 91
Purchase of R. R. iron.	137,290 44	92,850 75
Purchase of engines & cars	65,826 20	16,623 20
Totals	$984,375 79	$690,456 33
Expenses more than earnings	$93,895 75	$92,257 33

Compared with the previous year the earnings from transportation in 1866-'67, show a decrease of $279,832 71. The earnings from all sources during the same time show a decrease of $292,281 04. The expenses are also less by $293,919 46 than those of the previous year, showing an improvement of $1,638 42.

Included in the above statement of expenses is the sum of $244,323 49 designated as "old," being for debts contracted in previous years. Excluding these, the net earnings would be $152,066 16.

The cash receipts from all sources during the year, including $10,089 94 from the previous year, and $249,082 57 from temporary loans, were $972,640 34; and the disbursements, including $76,443 57 on temporary loan account, were $954,013 19—leaving a balance of cash on hand, May 31, 1867, of $18,627 15. The net amount received from temporary loans during the year was $172,639.

The earnings of the road, exclusive of old iron sold, were $551,262 98; and the expenditures, exclusive of amounts paid for iron and equipment, $580,982 38—showing an excess of expenditure (including amounts from previous years,) of $29,719 40. Excluding "old" accounts, the excess of receipts would be $214,604 09.

The following is a condensed exhibit of the business of the company for the fiscal year ending May 31, 1867:

Assets on hand, May 31, 1866	$445,579	11
Old draft collected	405	05
Deduction on negro bonds and other war claims passed to profit and loss	24,820	24
Receipts, as above	598,199	00
Increased liabilities	27,401	67
Total	$1,096,405	07
Expenses, as above	$690,456	33
Old construction account	2,381	35
Right of way	1,000	00
Worthless debts passed to profit and loss	246,565	51
Balance on cotton account passed to profit and loss	86,166	94
Assets, as per annexed statement	69,834	94
Total, as above	$1,096,405	07

The passenger arrangements are represented as being very satisfactory both to the company and the public; and the transportation of freight has been accomplished with dispatch, safety and cheapness. The passenger cars are comfortable and some of them elegant, the engines are equal to the best, and the freight cars in good order; and so regular do the trains run that the inhabitants of the country set their time-pieces by the whistle of the engine. The road bed is in admirable condition. The work of ditching and ballasting has been carried on during the year. About 20 miles of the road bed have been graveled. Six and a half miles of new iron have been put in the track. The number of sills used has been 87,600; and of spike, 446 kegs. In the opinion of the Superintendent, about 25 miles of new iron should be put down this year, and as much more every succeeding year. The President, in his Report, says:

In the last annual report you were told that "The damaged iron and cotton will about relay the road with new iron and pay for all engines bought and other extraordinary expenses," and again "There are few or no claims of this year unadjusted, when a claim is ascertained to be due it is promptly paid." When in July, 1865, the road was occupied and controlled by the Provisional Government, there was on hand over 700 bales of cotton and a large amount of other supplies. No road in the South came out of the war in better condition, either in material or financially. And the earnings of the road during the year ending 1st June, 1866, were very large exceeding the highest estimate of its most sanguine friends. 'Tis true there were debts owing, as there are now, and will always be the case, and if anything like prudence had been exercised, you would be gratified by receiving dividends.

When in July last, I was by your renewed and continued partiality restored to my old position (for which I can never sufficiently thank you,) I found that the hands upon the road had not been paid for three months; that the claims of those who had furnished sills and wood and other supplies were daily being presented for payment; that we owed heavy debts in New York, more than $48,000, to one house alone, and that in fact several hundred thousand dollars were due, and that the most of these debts were urgent, and that suits were threatened.

The locomotive and a large portion of the iron purchased last year have been paid for this, much of the old iron was sold, and the proceeds applied to payment of debts due in New York. And all the proceeds of over 700 bales of cotton netted the paltry sum of $66,028 38, and which could have been sold at home without risk and without cost for about $140,000. Many claims for losses and overcharge were laid aside, and payment is frequently demanded upon claims, which no one at the office now, ever heard of before. Not only was spent all that was on hand, and all that was made during the year, but debts were contracted for Posterity to settle.

I was forced to raise money or your road would fall into the hands of the Sheriff, and thus you would have been bereft of this small remnant of your fortunes saved from the wreck left you by the war.

I therefore borrowed in New York city $50,000, at thirty and ninety days at the rate of one and a half per cent. a month.

With this amount the most pressing debts were discharged, and the notes promptly paid as they matured.

For this act I was mildly censured by the Legislative Investigating Committee. And I am proud to say, that this is the only thing they could lay to my charge, after investigating my official acts for over four years.

I can sufficiently demonstrate to any one who desires to know, that never was there a loan made more timely, or advantageously to the borrower.

This sum though large was but a drop in the bucket, as compared with our necessities. The Board of Directors authorized me to borrow two hundred and fifty ($250,000) thousand dollars more. A large part of it was obtained at 8 per cent. from personal friends of mine, who were also among the best friends this road ever had. And I would name them, that they might be held in everlasting rememberance by the stockholders, but fear lest they should be offended thereby.

The money thus obtained was expended in paying off our pressing liabilities. I immediately commenced a system of economy and retrenchment, discharging over 200 hands, and in every way diminishing the expenses of the road. And by pursuing the system of paying cash for everything as it was purchased (which has been almost always done) and never buying anything except what was absolutely necessary, I believe a great improvement has been effected.

An order book is now kept in the office, also a contract book, and by order of the Board of Directors no one can make a contract to bind the company unless the same is approved by the President or Board of Directors. This road should prove profitable to its owners, and by prudent management and strict economy will become so, but to effect this, some disposition must be made of your floating debt.

No president can so manage this road as to give dividends while large liabilities are pressing him. Unfortunately this is the case with this road. But there is no reason why this should continue.

I therefore recommend to the stockholders that all the outstanding liabilities of the company be funded.

By reference to the statement of the financial condition of the company, as made by your Secretary and accompanying this report the amount is $693,831 74.

There are other claims against us which do not appear upon our books, principally claims of loss and damage to persons and property. Unfortunately, there are many of these; and there is no means of judging the amount we will have to pay therefor, but estimate them at $50,000 which will make, say $750,000 of debt.

Issue coupon bonds in the sums of $500 and $1,000 each, running from five to twenty years, either mortgage bonds or not as you dictate. But I would suggest the former, for capital is timid and likes security, and you lose nothing thereby. These bonds bearing eight per cent. per annum, interest payable semi-annually, will certainly be sought after, and instead of being vexed with debt, you will only have to meet the interest which will be $60,000 per annum. This amount of debt will be trifling, compared with your property, two hundred and twenty-three miles of main track, with its equipments costing $4,950,755 68, and is not as much, by half, as many other roads owe which are near you. The prospects of paying the interest and also dividends, I think very good. This year, the most unfavorable by long odds, of any we have ever known, your receipts have reached the sum of $518,558. With anything like a fair crop and a supply of money in the land next year, they will continue to increase. Your expenses with fair receipts, should not exceed 50 per cent., or at the outside, 60 per cent. of your gross earnings. Thus the interest on your debt, a six per cent. dividend, and a surplus fund to purchase your own bonds, will be provided.

Our connections and relations with other roads are convenient and agreeable. Nothing unpleasant has occurred during the year, and we hope the same kindly feeling will continue. The completion of the Columbia and Hamburg Road, which is confidently anticipated during the coming year, will be of great advantage; shortening the line of travel, and opening up to us a larger field from which freight shall be carried to and fro. But no connection in value to us can be compared to the extension and completion of the Western North Carolina Railroad, and we hope that the fond anticipations of eminent men who have long desired the sight, may speedily be accomplished.

The company have 25 locomotives, 15 passenger, 4 mail, 10 baggage and express, 134 box, 7 flat and 5 bridge cars. Miles run by locomotives 371,012 at a cost for labor and material of $38,-554 17; and for supplies, $6,389 57. The whole number of passengers conveyed was 68,672, of which 7,440 were through, 57,748 way and 3,484 government.

The financial condition of the company May 31, 1867, is exhibited in the annexed statement:

Cost of road and equipment	$4,950,755	68
Amount of sinking fund	204,000	00
Stock of Chatham R. R. Co	44,444	44
Stock of North Carolina R. R. Co	21,400	00
Due from agents	8,646	44
" other companies	10,243	26
" individuals	15,223	96
" freight exchanges	1,717	77
" United States	4,155	00
" Post Office Department	2,787	50
" bills receivable	6,357	37
" Southern Express Co.	2,076	49
Amount of cash on hand	18,627	15
	$5,290,435	06
Capital stock	$4,000,000	00
Eight per cent. loan due March 1, 1867	339,000	00
Temporary loans	172,639	00
Interest	19,820	00
Bills payable	20,774	25
Due on dividends	919	00
Due other companies	10,126	56
Due on individual accounts	17,807	88
Due on pay-rolls	31,701	68
U. S. income tax retained	2,999	70
Due on Negro bonds, 1864 and 1865.	79 743	67
Profit and loss	596,603	32
	$5,290,435	06

President.—Thomas Webb.

Directors.—On the part of the Stockholders.—John L. Morehead, D.A. Davis, Thomas Webb, and Wm. Murdock. On the part of the State.—W. C. Means, J. M. Coffin, J. W. Thomas, Peter Adams, Josiah Turner, Jr., R. S. Tucker, Jas. E. Allen, and O. G. Parsley.

Superintendent.—James Anderson.

Treasurer.—Peter B. Ruffin.

Secretary and Auditor.—F. A. Stagg.

☞ In December, 1865, 24 steel rails were laid on the Boston and Providence Railroad. At least 100 locomotives have passed over them daily, since that time, and the rails show no signs of wear.

☞ The Atlantic and Gulf Railroad Extension has been opened to "Hayesville," 14 miles west of Thomasville, and trains commenced running to that point on the 10th inst.

Commerce of New York.

The foreign imports at New York for the month of September, are officially stated as follows:

	1866.	1867.
Entered for consumpt'n.	$18,228,489	$13,149,846
Do. for warehousing....	7,817,045	6,676,707
Free goods	840,082	854,987
Specie and bullion	5,193,478	345,669
Total entered at port...	$27,079,089	$21,027,209
Withdrawn fr. wareh'use	11,091,194	9,928,471

The foreign imports at New York for the nine months from January 1st, were:

	1866.	1867.
Entered for consumpt'n.	$130,852,815	$102,707,255
Do. for warehousing...	93,668,192	91,314,804
Free goods.....	9,708,103	8,442,128
Specie and bullion	6,988,841	2,499,215
Total entered at port..	$241,217,951	$204,963,402
Withdrawn fr. wareh'se	80,699,883	87,466,808

The following statement will show the revenue from Customs at New York for the month of September, and for the nine months ending September 30:

	1866.	1867.
In Sept.....	$12,248,144 66	$11,712,164 78
Previous 8 months.	91,405,137 20	81,483,422 29
Total 9 months...	$103,653,281 86	$93,195,587 07

The exports from New York to foreign ports in the month of September, were:

	1866.	1867.
Domestic produce	$11,635,610	$11,102,100
Foreign free goods.....	29,373	9,498
Do. dutiable.....	306,240	890,851
Specie and bullion	834,550	2,201,958
Total exports.....	$12,805,773	$14,204,407
Do. exclusive of specie.	11,971,223	12,002,449

The exports from New York to foreign ports for nine months from January 1, were:

	1866.	1867.
Domestic produce.....	$141,593,226	$128,032,152
Foreign free goods....	566,156	341,000
Do. dutiable	3,960,737	6,202,151
Specie and bullion.....	54,026,290	42,032,108
Total exports	$200,146,409	$176,607,411
Do. exclusive of specie	146,120,119	134,575,303

Pittsburg, Ft. Wayne & Chicago Railway.

The earnings and expenses of this road for the months of September, 1866 and 1867, have been as follows:

	1866.	1867.
Earnings	$654,925 77	$685,067 90
Expenses.....	414,680 05	394,348 63
Net earnings.....	$240,245 72	$290,719 27

This shows an increase in earnings of $30,142 13; with a decrease in expenses of $20,331 42—making the increase in net earnings, $50,473 55.

The earnings and expenses from January 1, to September 30, 1866 and 1867, were:

	1866.	1867.
Earnings	$5,474,619 50	$5,202,234 60
Expenses	3,879,731 00	3,623,498 78
Net earnings.....	$1,594,888 50	$1,578,735 82

This shows a decrease in earnings, during the nine months, of $272,384 90; in expenses of $256,232 22; and in net earnings of $16,152 68.

☞ A party of French engineers, invited by General Dix, our minister to France, to visit this country have gone West from St. Louis with a view of gaining information of the country, railroads, mines, &c. They are in charge of Col. Hein, Secretary of Legation at Paris.

☞ Ground was broken and work commenced on the Southern Branch of the Union Pacific Railroad at Junction City, Kansas, on the 15th inst. The work will be pushed forward vigorously. A surveying party, under Major Beach, started for Fort Gibson on the 16th, to initiate work on that part of the road. Col. Gross is President of the company.

☞ It is said that Eastern capitalists have made propositions to take the Southwest Pacific Railroad on the terms of Fremont's contracts, and build it at once.

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NOTICE TO CONTRACTORS.

LYNCHBURG AND DANVILLE RAILROAD,
CHIEF ENGINEER'S OFFICE,
LYNCHBURG, July 12, 1867.

At a meeting of the Board of Directors of the Lynchburg and Danville Railroad Company, held at the office of the Company on the 11th day of July, 1867, it was ordered that the Chief Engineer be directed to proceed at once to locate the road on the route adopted, near Pittsylvania Court House, and that he advertise FOR SEALED PROPOSALS for the construction of Twenty-five miles of the road, (from Lynchburg to Staunton River,) including Staunton River Bridge, near the Pocket Ford. Said proposals to be opened and examined on the FIRST DAY OF NOVEMBER, 1867. And that he prepare, as soon as practicable, before the FIRST OF NOVEMBER, plans, profiles and specifications of the work for the inspection and information of all persons concerned.

In obedience to the above order, on and after the 15th day of October next, plans, profiles and specifications of the Work will be open for inspection at this office.

Sealed proposals to be addressed to the undersigned,

WM. W BLACKFORD,
6t38 Chief Engineer

FOR SALE.

LUMBER FOR BRIDGES, WHARVES AND Railroads, Burnettized (with chloride of zinc) for preserving timber from wet and dry rot.

Apply to

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GIVE THEM A TRIAL.

Send for one or more sets of any size, if not satisfied as to price or quality, return at our expense.

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MEAD & MANNING,
June 8th, 1867.

Universal Exposition, Paris, 1867.



STEINWAY & SONS
TRIUMPHANT,
Having been Awarded
The FIRST GRAND GOLD MEDAL

for American Grand, Square, and Upright Pianos: this Medal being distinctly classified *first* in order of Merit, *over* all other American exhibitors, and *over* more than 400 Pianos entered by nearly all the celebrated manufacturers of Europe.

In proof of which the following

OFFICIAL CERTIFICATE

of the President and Members of the International Jury on Musical Instruments (Class X) is subjoined:

PARIS, July 20, 1867.

I certify that the FIRST GOLD MEDAL for American Pianos has been unanimously awarded to Messrs. Steinway by the Jury of the International Exposition. First on the list in Class X.

MELINET, President of International Jury.
GEORGES KASTNER, AMBROISE THOMAS, ED. HANSLICK, F. A. GEVAERT, J. SCHIEDMAYER. } Members of the International Jury.

This *unanimous* decision of the International Class Jury, *endorsed* by the Supreme Group Jury, and *affirmed* by the Imperial Commission, being *the final verdict* of the *only tribunal* determining the rank of the awards at the Exposition, places THE STEINWAY PIANOS AT THE HEAD OF ALL OTHERS.

The "Societe des Beaux Arts,"

(Society of Fine Arts, of Paris, known throughout Europe as one of the highest authorities on Music and Art Matters) *unanimously* awarded their *only* annual Testimonial Medal for 1867 to STEINWAY & SONS for the highest degree of perfection, most valuable inventions, and as exhibiting the greatest progress in the art of Piano-making, above all other exhibitors, at the Universal Exposition in Paris.

STEINWAY & SONS

Were also awarded a FIRST PRIZE MEDAL at the great International Exhibition, London, 1862, for powerful, clear, brilliant, and sympathetic tone, with excellence of workmanship as shown in Grand and Square PIANOS, in competition with 269 Pianos from all parts of the world.

STEINWAY & SONS, in addition to the above, have taken thirty-five First Premiums, Gold and Silver Medals, at the principal Fairs held in this country from the year 1855 to 1867 inclusive, since which time they have not entered their Pianofortes at any Local Fair in the United States.

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All other information needed will be furnished at my office.

Dated Bruynswick, N. Y., Oct. 2d, 1867.
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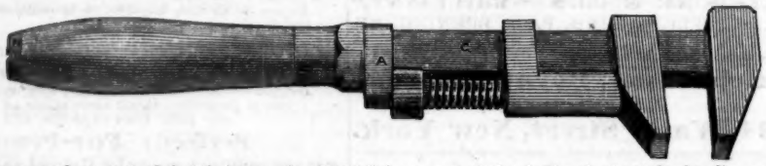
Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

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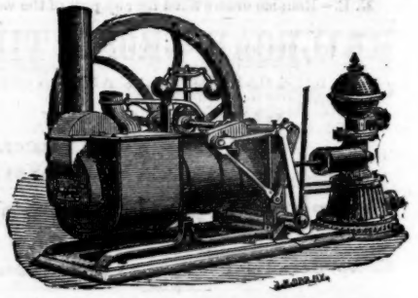
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